REGISTERED No. [illegible]

The Bombay Gazette.

No. 7,704.—New Series. BOMBAY :—SATURDAY, OCTOBER 11, 1873. Subscription in Advance. { For a Year.....Rs. 42 / For Six Months ..Rs. 24 } Including Postage.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Gazette*, in advance, for Town and Country, are now on the following reduced scale :—

One Year, in advance	Rs. 42
Half Year ,,	,, 24
Three Months ,,	,, 14
One Month ,,	,, 5

For a Weekly Subscription, in advance, of Rs. 1-8-0, the *Gazette* is now delivered each morning at any address in town, or sent free to any address Up-country.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First insertion	Rs. 5 0
Second do	,, 2
Third do	,, 2 8
Fourth and succeeding insertions	,, 0 2½ As.

a line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per Line.
Second do	4½ ,, ,,
Third and succeeding	2½ ,, ,,

on the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time, special contracts may be made.

Discount Occurrences : Each—Rupee 1 2.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship BAGDAD, 1,371 Tons, 180 H.P., Commander J. Bellwood, will be despatched on SATURDAY, the 11th October 1873, at 4 P.M.

October 1873.		October 1873.
Leave BOMBAY	Leave Tuticorin	
,, Ratnagiry 19	,, Colombo	27
,, Vingoria 19	,, Galle	28
,, Goa 20	,, Negapatam	30
,, Carwar 20		Nov.
,, Mangalore 21	,, Madras	2
,, Cannanore 22	,, Coconada	4
,, Tellicherry 22	,, Vizagapatam	5
,, Calicut 23	,, Bimlipatam	5
,, Beyrore 25	,, Coopaliporc	8
,, Cochin 24	,, False Point	7
,, Alleppy 24	Arrive CALCUTTA	9

Cargo for Steamers and China can be booked by the Steamers on this line from hence or from intermediate ports for transhipment at Galle to the Messageries Maritime Company's Steamers, which run regularly.

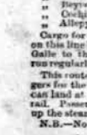
This route is the most expeditious and economical for Passengers for the Neilgherry District, Bangalore, and Madras, who can land at Calicut or Beyrore, and proceed from thence by rail. Passengers for Calcutta may take the same route, picking up the steamer at Madras.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF, via KURRACHEE.

Interchanging Cargo and Passengers at Busreh, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.



THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at KURRACHEE, GUATUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, BUSEEB, and, occasionally at BHAREIN, KOWEIT, and MAHOMERAH.

The s.s. PUNJAUB, 1,080 Tons, 200 H.P., Commander R. Gayer, will be despatched on FRIDAY, the 24th October 1873, at 2 P.M.

Oct. 1873.		Nov. 1873.
Leave BOMBAY	24	Leave BUSREH 12
,, Kurrachee	28	,, Fao 13
,, Gwadur	29	,, Bushire 14
,, Muscat	31	,, Bahrein 14
	Nov.	,, Lingah 15
,, Bunder Abbas	2	,, Bunder Abbas 21
,, Lingah	4	,, Muscat 23
,, Bushire	6	,, Gwadur 25
,, Koweit	6	,, Kurrachee 28
,, Fao	8	Arrive BOMBAY Dec. 1
,, Mahomerah	8	
Arrive BUSREH	9	

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from England, will during the Fair Season despatch a Steamer to Kurrachee every FRIDAY, and an Extra Steamer every MONDAY, at 2 o'clock.

The Steam-ship EUPHRATES, 803 Tons, 120 H.P., Commander J. Melville, will be despatched on MONDAY, the 13th October 1873, at 2 P.M.

The Steam-ship KURRACHEE, 510 Tons, 120 H.P., Commander G. Betts, will be despatched on FRIDAY, the 17th October 1873, at 2 P.M.

The Steam-ship PENANG, 490 Tons, 120 H.P., Commander F. Cotton, will be despatched on MONDAY, the 20th October 1873, at 2 P.M.

The Steam-ship PUNJAUB, 1,080 Tons, 200 H.P., Commander R. Gayer, will be despatched on FRIDAY, the 24th October 1873, at 2 P.M.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

ST AMER TO ADEN AND ZANZIBAR.

THE B. I. S. N. COMPANY, Limited, will DESPATCH the Steam Ship "CALCUTTA," 863 tons, 120 H.P., Commander HENDERSON, on FRIDAY, the 24th October, at 4 P.M., for Aden and Zanzibar. For Freight and Passage apply to the Undersigned.

W. NICOL & Co.

SURAT AND GOGO FERRY.

STEAM FERRY (under Contract with Government.—A STEAM FERRY BOAT PLIES between SURAT and GOGO.

FARES BETWEEN SURAT AND GOGO.

First Class	Rs. 5 0 0
Second Class	,, 3 0 0
Third Class	,, 1 8 0
Horses	,, 4 0 0
Carriages	,, 4 0 0

DEPARTURE FROM SURAT.

TUESDAY, THURSDAY AND SATURDAY.

DEPARTURE FROM GOGO.

MONDAY, WEDNESDAY AND FRIDAY.

THE STEAMER WILL PROCEED TO BHOWNUGGER EVERY SUNDAY AND LEAVE THAT PORT EVERY MONDAY MORNING.

Further particulars can be learnt on application to the undermentioned agents—

SYED COOTBOODIN, at Surat.
DINKER NARRAYEN, at Gogo.

Or to the undersigned at Bombay.

J. A. SHEPHERD.

No. 33, Mellows Street, Bombay, 2nd September 1873.

ADVERTISING AT RAILWAY STATIONS.

THE Proprietor of the "Bombay Gazette" Press having leased (among other privileges) from the Great Indian Peninsula Railway Company, the exclusive right of advertising at all the Railway Stations belonging to those two Companies, is prepared to enter into contract with parties desirous of posting Notices or Advertisements on the lines.

The announcements may be in English or in any of the Native languages.

The advantages which Railway Stations present as a means of bringing intimations of all kinds before the Public have been demonstrated in England by the comparative use which is made by Advertisers, of every station, great and small, along every line in the United Kingdom.

Insurance Companies, Shipping Companies, Hotel-keepers, Merchants, Traders, and others who wish to force their business on the notice of the Public, all alike value the privilege of Railway Station Advertising.

There is no reason why the privilege should not be also specially valuable to Advertisers in India. Looking to the great and increasing number of Native Railway Passengers on the two trunk lines of Western India, native merchants, traders, &c., seeing that they have the privilege of advertising in their own language, would find the publication of their announcement at Railway Stations a decided means of extending their business.

And as nearly All Travellers arriving in India now land at Bombay, and proceed by the G. I. P. or B. B. and C. I. Railways to their destination, Placards exhibited at the different Stations on those lines are every day becoming more and more valuable as means of bringing the Advertisers' business to the notice of the Public.

Advertisers can select the Stations, on either line, at which they wish their Placards posted, and may advertise for any period that may be agreed on. The charges have been fixed on an extremely moderate scale to encourage Advertisers to make a liberal use of the new means now offered of making announcements known to the Public.

Placards, according to the taste of Advertisers, may be printed at the "Bombay Gazette" Press.

A NEW HAT FOR HOT CLIMATES.

ELLWOOD'S.—Also their

AIR CHAMBER HELMETS,—

J. ELLWOOD & SONS beg to direct public attention to their NEW HAT, which possesses the advantage of the AIR-CHAMBER-PRINCIPLE, contained with greater capabilities of adapting itself to the form of the head than any Hat hitherto in use, being at the same time neat in appearance and very light in weight.

J. ELLWOOD & SONS are also Sole Manufacturers of the INDIAN REGULATION CORK HELMETS free from deleterious India Rubber. Manufactory—(Wholesale only), 24, GREAT CHARLOTTE-STREET, BLACKFRIARS, S.E. Sample Rooms—98, GRACECHURCH STREET, E.C., LONDON.

F. BRABY and CO., LIMITED.

FITZROY WORKS, EUSTON ROAD, LONDON,

MANUFACTURERS OF

IRON BUILDINGS AND ROOFS, VERANDAHS IN EVERY DESIGN, WROUGHT IRON TANKS IN ANY FORM AND SIZE,

GALVANIZED CORRUGATED IRON, ZINC ROOFING, SHEET AND PERFORATED ZINC, WROUGHT IRON WORK OF ALL DESCRIPTIONS MADE TO ORDER.

Estimates submitted on application.

The Company having recently made large additions to their premises and machinery, are in a position to execute orders with great promptitude.

SHIPPING.

OVERLAND ROUTE.

On Monday, the 13th October, 1873, at 3 P.M., from Mazagon.

THE P. & O. Co.'s s. s. INDUS, (3,478 Tons, and 360 H.P.) Captain N. Stewart, will LEAVE for SUEZ, as above, carrying H. M.'s Mails, also Passengers and Cargo for that Port, Venice, Marseilles, Southampton, &c.

Cargo can also be booked through to Messina, Naples, Leghorn, Genoa, Trieste, Odessa, Constantinople, Ancona, Havre, Liverpool, London and New York.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal, in their own steamers, or in vessels employed for the purpose.

Passengers are requested to send their heavy baggage to Mazagon on the day of the Steamer's departure, before 10 A.M., in order that it may be weighed and labelled previous to shipment.

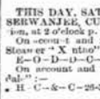
A small Steamer will leave the New Dock Head at Mazagon, at 3 P.M., precisely, on the day of sailing.

GEO. F. HENRY, Superintendent.

Bombay, 6th October 1873.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Tuesday, the 21st October, at 3 P.M., from Mazagon.



THE P. and O. Co.'s s. s. TRAVANCORE (1,930 tons and 400 H.P.) Capt. C. H. Eardley, will be despatched as above, carrying H. M.'s Mails, and having also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not to be the Company's Office before noon, on Saturday, the 18th October.

GEORGE F. HENRY, Superintendent.

Bombay, 7th October 1873.

DIRECT STEAMERS VIA THE SUEZ CANAL.

THE PENINSULAR and ORIENTAL COMPANY propose to DESPATCH their LARGEST STEAMERS from SOUTHAMPTON to INDIA DIRECT, via the SUEZ CANAL, as follows :—

PESHAWUR	3,782 Tons,	Sep ember 25th, to Calcutta.
AUSTRALIA	3,948 Tons,	October 2nd, to Bombay.
PEKIN	3,777 Tons,	,, 9th, to Calcutta.
DECCAN	3,12 Tons,	,, 16th, to Bombay.
MIRZAPORE	3,763 Tons,	,, 23rd, to Calcutta.
KHEDIVE	3,742 Tons,	,, 30th, to Bombay.
DELHI	2,178 Tons,	November 6th, to Calcutta.

And others to follow.

PASSAGE MONEY TO BOMBAY

FIRST CLASS	£66
SECOND CLASS	£36

GEORGE F. HENRY, Superintendent.

Bombay, 20th September 1873.

SALES BY AUCTION.

SADANUND SHRICRISTNAJEE AND CO.

SALE OF VALUABLE SUPERIOR PATTANEE TURBANS.

THIS DAY, SATURDAY, the 11th instant, Messrs. S. SHRICRISTNAJEE and Co. will sell by Public Auction, at their Auction Room, at 1 P.M.

About 100 Assorted Colour Pathanee Turbans, 70 to 125 hands long.

SADANUND SHRICRISTNAJEE & Co.

Bombay, 11th October 1873.

NUSSERWANJEE, CULLIANDASS & CO., 40, Meadow Street.

THIS DAY, SATURDAY, the 11th instant, Messrs. NUSSERWANJEE, CULLIANDASS and Co. will sell by Public Auction, at 2 o'clock p. m., at their Rooms, Meadow Street, No. 40, On account and risk of Abdoolaly Masaeb Surufally :—ex Steamer "X. Ning" :—

E—O—D—O—C—163-179—4 bales printing paper.

On account and risk of Allyboy Abdoolcarim, ex "Teviot-dale" :—

H—C—&—C—26-38—6 bales printing paper.

AUCTION SALE of Landed Property in Roopjee Dhunjee Lane and Rampart Row, within the Fort of Bombay.

On SATURDAY, the 1st day of November 1873 at 4 o'clock in the afternoon, Messrs. NUSSERWANJEE, CULLIANDASS & Co. will sell by Public Auction, on the premises, by order of Messrs. Cowasjee Nasserwanjee Banaji and Cursetjee Cowasjee Wadia, and in pursuance of the decree made by the High Court of Judicature at Bombay on the 4th day of September 1873, in Suit No. 102 of 1872 between Bhugwandass Manmohandass Talakshi Manmohandass, Wittobhoss Bhugwandass and Dhurum doss Bhugwandass, Plaintiffs, and Manmohandass Dwarkadass and the said Cursetjee Manekjee Seth and Cursetjee Cowasjee Wadia, Defendants, the undermentioned property :—

All that piece or parcel of land or ground, together with messuage or tenement (a lower part too of which is used as a stable) and other buildings built and erected thereon, situate on the South side of and known as No. 18, in Roopjee Dhunjee lane with frame called Manockjee Roopjee Lane, within the sub-district of the Fort, in the Island of Bombay, containing by admeasurement 224 square yards or thereabouts and bounded on the east by the piece or land and premises next hereunder mentioned, on the west and south by the property of Varjevandass Wawhoda and on the north by the Roopjee Dhunjee lane, and which piece or parcel of land and premises is numbered 369 in the books of the Collector of Land Revenue and assessed under No. 1 and were form rly occupied by Yusoojee Rustoojee and others as one house property and the said Yusoojee Wadia, Defendants, the undermentioned property :—

All that piece or parcel of land or ground adjoining the lastly described piece of land and premises, together with the messuage or tenement (the lower part whereof is or formerly was used as a stable) and buildings standing thereon, situate on the west side of and being No. 1 Rampart Row east, within the sub-district of the Fort in Bombay aforesaid, containing by admeasurement 281 square yards or thereabouts, and bounded on the east by Rampart Row east aforesaid, on the west by the premises firstly hereinbefore described, on the north and south by properties of the said Varjevandass Madhowdass, and which said piece or parcel of land and premises are numbered 9 and 369 in the books of the Collector of Land Revenue and have formerly been and are now occupied by Currumchi and Valjeebhai and others.

For further particulars and conditions of sale application may be made to Messrs. SHAPOORJEE and THAKURDASS, Attorneys for the said Cursetjee Manekjee Seth and Cursetjee Cowasjee Wadia, at their Office in Apollo Street, within the Fort of Bombay.

A deposit of 25 per cent. will be taken at the time of sale.

NUSSERWANJEE, CULLIANDASS & Co.

Bombay, 11th October 1873.

MEHRJEE, JOHNSTON, & CO., No. 28, Apollo Street.

AUCTION SALE of Valuable Landed Property at Dhunjee Dossa's Wadi.

On THURSDAY, the 16th day of October, at 4 p.m., Messrs. MEHRJEE, JOHNSTON and Co. will sell by Public Auction, at the premises, by order of the Mortgagees, and on account and risk of the Mortgagor Cowasjee Mowanjee Joga, the following landed property, viz. :—

All that piece or par cel of land, hereditaments, and premises, situate, and lying at Dhunjee Doogarra Street, without the Fort, in the sub-district of Mandvee, containing by admeasurement 481 square yards or thereabouts, bounded on the east by Dhunjee Doongarra Street, on the west by the property of Muncherjee Jeevanjee, on the south by the property of Limjee, and on the north by the property of Pallanjee Eduljee Sapoo, and registered in the Books of the Collector of Assessment, under No. 50.

For further particulars and conditions of sale apply to the Undersigned

MEHRJEE, JOHNSTON, & Co.

Bombay, 11th October 1873.

CRAWFORD and COMPANY, 2, MARINE STREET, BOMBAY.

SALE OF SUPERIOR ELECTRO-PLATED WARE.

THIS DAY, SATURDAY, the 11th instant, at 2 P.M. Messrs. CRAWFORD & Co. will submit to Public Auction, at their Rooms, an invoice of superior electro-plated ware, consisting of 8, 9, 10 and 11 in. shade, 10 in. plain pillar glasses, butter coolers, cruet frame, pickle stands, 4 and 5 glass cruet frame, 14 in waiters, &c. &c.

SALE OF FRESH OILMANSTORES from the well-known and celebrated Purveyors, Crosse and Blackwell, just landed ex s.s. Virgo, and of a consignment of Perfume y from Napoleon Prize and Co., just landed ex Lady Lawrence.

THIS DAY, SATURDAY, the 11th instant, at 2 P.M., Messrs. CRAWFORD & Co. will submit to be Public Auction, at their Rooms, an invoice of Fresh Oilmanstores, consisting of assorted pickles, mushroom, cat-up, Harvey sauce, raspberry vinegar, essence of anchovies, assorted syrup, essence of coffee in bottle, oil, white wine vinegar, Durham mustard, tapioca, pearl barley, assorted tart fruits (1 lb. tins), assorted jams and jellies, Oxford and Bologna sausages, red herrings, assorted soups, Robinson's groats and barley, Yarmouth bloaters, fresh herrings, lobsters, green peas, Blackwall whitebait, Lancashire sauce, mushrooms, brawn in 1 lb. tins, Mitchum oysters pickled in shells, Messrs. cocoa and milk, Irish and Wiltshire bacon, Cheddar and Berkley cheese, Worcestershire sauce, isinglass.

NAPOLEON PRICE & Co.'s PERFUMERY.

Fashionable and Concentrated Perfumes, Damask Rose Eau Aratum, Methana Lavender, Violet Powder, Golden oil, Marrow oil, Bear's Grease, Frangipa i, pomade, old brown windsoap, marrow oil, perfumed eggs, Fancy perfumes, Glycerine soap, &c.

PERFUMERY AND MEDICINE, from the well-known Make s, G. F. Coward & Co., landed ex S.S. Corinna, consisting of—Peppermint and assorted lozenges and comfits, carb nate of soda, tartaric acid, cream of tartar epsom salt, essence of ginger and pepper-int, balsam copaiba, glycerine Dolby's carminative, cod liver oil, assorted essence, smelling salt, aromatic vinegar, lavender water, eau de luce, milk and oil of roses, levandar, verbina and golden oil, Circassian and cold cream, mucous soap pomade, rose lip salve, camphorated and Victoria dentifrice, tooth brushes, violet hair powder, powder puffs and boxes, Jamaica pomatum.

SALE OF LANDED PROPERTY IN SHAIK MEMON STREET ON THE MOMBADAVEE ROAD.

THIS DAY, SATURDAY, the 11th instant, at 4 P.M., Messrs. CRAWFORD & Co. will sell by Public Auction, on the premises, by order of the mortgagee Dadabhoy Nusserwanjee Bilimoria and with the consent of the mortgagors, Bai Dinbai widow of Nowroje Dorabjee Khar dec. Manockjee Nowrojee Khuradee, an Norwanje Nowrojee Khuradee. All that piece of Farnadive ground together with the dwelling house standing thereon, situate on the east side of Shaik Memon Street or Moombadavee Road, containing by admeasurement 39 square yards or thereabouts, and bounded on the south by the property of the late Rustomjee Dorabjee Khuradee, on the north by the property of the said late Rustomjee Dorabjee Khuradee, and on the west by the said Shaik Memon Street, and assessed under No. 336.

USUAL AUCTION SALE.

On MONDAY next, the 13th instant, at 2 P.M., Messrs. CRAWFORD and Co. will sell by public auction, at their rooms.

10	cases	white jasconets.
6	bales	grey d'oyleys.
5	coloured	,, ,,
6	cases	white jasconets.
7	,,	,, ,,
3	,,	,, ,,
1	,,	6 muslin de laines 4 and 6 tunes.
5	,,	30 hours and 8-days Gothic and Tudor's clocks
		Assyrian clocks, square gilt clocks, &c. &c.
3	,,	6 8-days excelsior calendars.
3	,,	cases chrystal cut glassware.

CRAWFORD and Co.

Bombay, 11th October 1873.

RIMMEL'S CHOICE PERFUMERY.

Ihlang-Ihlang, Vanda, Henna, Jockey Club, Frangipane, White Rose, Violet, Tea, Coffee, and other sweet Perfumes.

Rimmel's Lime Juice and Glycerine, the best preparation for the Hair. Glycerine and Windsor Soap. Violet, Bloom, and other Toilet Powders.

Rimmel's far-famed Toilet Vinegar. Aquadentine for the Teeth. Prepared only to supersede Hair Dye. Fancy Crackers.

Rodney Rimmel, Perfumer to H. R. H. the Princess of Wales, 96, Strand, 128, Regent Street, and 24, Cornhill, London.

Sold by all Perfumery Vendors throughout the world.

NEW ADVERTISEMENTS.

INDIAN TRAVELLERS' GUIDE.

PASSENGERS by Rail or Boat arriving in Bombay will find full and accurate information regarding every ROUTE of TRAVEL from this City to other parts of India and abroad, in the "INDIAN TRAVELLERS' GUIDE," published at the *Bombay Gazette* Press on the 1st of each month. This "Guide" is the only one published in Bombay, and containing alterations in the service of Trains and Steamers on this side of India corrected up to date. The "Guide" has an excellent Railway Map of India, and an Introduction giving much useful information to Strangers staying a week or two in Bombay.

Price—EIGHT ANNAS.

ANNUAL SUBSCRIPTION ..... Rs. 5.

The GUIDE may be obtained at

The "BOMBAY GAZETTE" OFFICE,
The BOOKSELLERS,
The BOMBAY HOTELS, and
The PRINCIPAL RAILWAY STATIONS.

WANTED, a few good JOBBING COMPOSITORS.—Apply personally at this Office.

GRANT ROAD THEATRE.

THE PARSEE ELPHINSTONE DRAMATIC CLUB.

GRAND OPENING NIGHT,

SATURDAY, 11TH OCTOBER, 1873.

FOR THE FIRST TIME,

A GRAND EASTERN OPERATIC ROMANCE, ENTITLED

SOLOMON'S SWORD,

OR

NOORANI THE INNOCENT

NEW AND DAZZLING SCENIC EFFECTS.

PRICES OF ADMISSION AS USUAL.

Tickets to be had at the Grant Road Theatre at any hour of the day.

Performance Commencing at 8-30 P.M.

European and Native Music Throughout the Piece.

THE Undersigned desires to REPRESENT in SAXONY an INDIAN HOUSE DEALING in COTTON Address.

ARMIN MEISSNER, in Chemnitz, Saxony.

WINES, &c., CONSIGNED TO

ALDRIDGE, SALMON, & Co.

SHERRIES—Pale and Sandeman's Dry Pale,		
Yellow Seal	at Rs.	22 per doz.
Fine Amontillado		28 ,,
Ashton's Amontillado		24 ,,
SPARKLING HOCK and MOSELLES, Bockhard and Sohne's		30 ,,
STILL RHINE WINES—		
Hockheimer do.		25 ,,
Rausenthaler, J. B. Astor.		24 ,,
Moselblumchem do.		26 ,,
Geisenheimer do.		28 ,,
CHAMPAGNES—A. Cobin's Fleur de Sillery		20 ,,
Carte Blanche, very superior.		30 ,,
CLARETS—Direct from Bordeaux, strongly recommended—		
Haut Barsac		14 ,,
Chateau Beair		14 ,,
Chubis		15 ,,
Chateau Leoville and Mouton		20 ,,
Chateau Rauzan		25 ,,
Chateau Lafitte		40 ,,
BRANDY—Fine Cognac in quarter casks.		
STOUT—Guinness, bottled by Burke	at Rs.	6 per doz.

CHOICE SELECTED AUSTRALIAN WINES.

JAMES T. FALLON'S celebrated PRIZE WINES from the famous Murray Valley Vineyards, AUSTRALIA, superior in soundness and purity to any European Wines at the same price.

Shiraz, Reisling, Muscat, and Hermitage, at Rs. 15 per dozen.

Rampart Row, Bombay.

MILITARY MEDALS (Miniature).

NEW ZEALAND.
PERSIAN.
ABYSSINIA.
CRIMEA.
MUTINY.
SEBASTAPOOL.
CHINA.

Military Medal Ribbons of every description on sale at the several Establishments of

TREACHER & Co. (Limited).

LOCKETS,

Plain Gold, or Jewelled ;

of the best London manufacture, in the newest designs, each at Rs. 14, 16, 18, 19, 20, 21, 22-8, 24, 25, 27, 28, 30, 32, 33, 36, 40, 45, 50, 54, 56, 60, 65, 70, 75, 80, 90, 100, 118, 122, 125, 130, 135, 140, 150, 160, 165, 170, 180, 200, 225, and 250.

LOCKET NECKLETS,

Plain Gold, or Jewelled ;

of the best London manufacture, in the newest designs ; in cases complete, at

Rs. 45, 50, 54, 60, 80, 90, 100, 110, 120, 130, 140, 150, 160, 170, 180, 200, 225, and 300.

Neck Chains,

for suspension of Lockets, each at

Rs. 22-8, 25, 30, 32, 33, 36, 40, 45, 50, 56, 60, 70, 80, 100, 112, 120, 125, and 130.

JEWELLERY,

Of every description, on sale by

TREACHER & Co. (Limited).

ST. LL RHENISH WINES.

Hocks.

	Quarts Cash.	Credit.	Pints. Cash	Credit.
JOHANNISBERGER.....per doz.	Rs. 36	40 0	19	21
RUDESHEIMER ..... ,,	35	40 0	19 0	21
LIEBFRAUMILCH ..... ,,	30	34 0	17 0	19
MARCOBRUNNER ..... ,,	30	34 0	17 0	19
SUPERIOR STEINWEIN (Glass Jugs) ..... ,,	30	22 8	.....	
HATTENHEIM ..... ,,	27	30 0	15 0	17
HOCHEIMER ..... ,,	25	28 0	14 0	16
ERBACH ..... ,,	25	28 0	14 0	16
NIESTEIN ..... ,,	25	28 0	14 0	16
BODENTHAL ..... ,,	21	24 0	11 0	13
LAUBENHEIM ..... ,,	15	17 0	9 0	10

Moselles.

SCHARZBERG.....per doz.	32	36 0	18 0	20
SUPERIOR MOSELLE ,,	30	34 0	17 0	19
MU CATEL MOSELLE ,,	24	27 0	14 0	16
WINNINGEN ..... ,,	20	22 8	10 8	12

TREACHER & Co. (Limited),

BOMBAY & POONA.

PRESENTATION GOODS.

TREACHER & Co. (Limited) invite attention to the undernoted summary of articles suitable for Presentation, all of which have been carefully selected by their London Agent.

ALBUMS.

To take one, two, or four Portraits in a page.

CARD CASES

Of Ivory, Mother of Pearl, Silver, and Tortoiseshell, plain and silver mounted.

CHINA CURIOSITIES,

Comprising Ivory Card Cases, Chess Boards, Glove Boxes, Cigar Cases, Tea Caddies, &c.

DESKS AND WRITING CASES,

Of Russia, or Morocco, plain or richly tooled and gilt.

DRESSING BAGS, AND DRESSING CASES,

Very completely and handsomely fitted.

ELECTRO-PLATED GOODS.

Of superior finish and thickness of plating.

JEWELLERY.

Of the best London Manufacture only.

PENCIL CASES.

Gold, Silver, and Ivory.

RETICULES AND SEALSKIN HAND BAGS.

A very handsome selection.

SCENT CASKETS.

In Morocco, Mother of Pearl, and Tortoiseshell, each containing one, two, three, or four silver-capped bottles.

SILVER GOODS ;

Bouquet Holders, Cigar Cases. Testimonial Cups, Salt Cellars in sets, Snuff Boxes, &c.

SMELLING BOTTLES,

Single and Union, a selection of 20 patterns in a variety of colour and cutting.

SMOKERS' CHOICE,

Of Cigar Cases in Silver, Tortoiseshell and Morocco ; Meerschaum Pipes, &c.

TOILET CASES

In Morocco, with the best fittings, &c., all of best Ivory.

VASES.

Of Bohemian Glass and Porcelain.

WORK BOXES AND WRITING CASES,

Elegantly finished, of inlaid woods, Morocco, or Russia.

TREACHER & Co. (Limited),

BOMBAY AND POONA.

NOTICES.

EXCHANGE.—A LIEUTENANT of a EUROPEAN REGIMENT is ANXIOUS to EXCHANGE to the BOMBAY STAFF CORPS. Terms liberal. Address A. B. C., care of Messrs. GRINDLAY, GROOM, & Co., Bombay.

BOMBAY FOOTBALL CLUB.—The ANNUAL DINNER will TAKE PLACE on SATURDAY next, at 7-45, in a Tent pitched opposite to the Bombay Club.

A. E PEILE,
Acting Honorary Secretary.

THE GREAT INDIAN PENINSULA RAILWAY COMPANY are prepared to receive TENDERS for the PURCHASE of the REFUSE ASHES at Byculla for a period of six months, commencing 1st November next. Tenders must specify the rate per cubic yard, to be delivered before the 20th inst., to the LOCOMOTIVE SUPERINTENDENT, Byculla.

BOMBAY FIRE INSURANCE COMPANY (Limited).—The above Company is prepared to EFFECT INSURANCES on the most favourable terms current in Bombay, and in addition return insurers 5 per cent. of the Premiums or Yearly Policies, and 2½ per cent. of the Premiums on Policies for Shorter Periods.

FORBES & Co.,
Secretaries and Managers.

MOFUSSIL COMPANY (LIMITED).—NOTICE is hereby given, that the DIVIDEND for the year ending 30th June 1873, at the rate of RUPEES SIXTY per Share, will be PAID on and after the 15th instant, to the SHAREHOLDERS whose names stood in the Register on the 20th September 1873.

Share-holders are requested to produce the Share Certificates when applying for Dividend.

W. NICOL & Co.,
Secretaries and Treasurers.

Bombay 9th October 1873.

NEW BANK OF BOMBAY (Limited).—NOTICE is hereby given, that the BANK, HER MAJESTY'S GENERAL TREASURY, PUBLIC DEBT OFFICE, and GOVERNMENT SAVINGS BANK will be CLOSED on TUESDAY and WEDNESDAY the 21st and 22nd inst. on account of DEWALLEE HOLIDAYS.

By Order of the Board of Directors,

W. FRASER,
Dep'y Secretary and Treasurer.

New Bank of Bombay, Limited, Bombay, 4th October 1873.

TO be SOLD by AUCTION at MHOW on SATURDAY, the 18th day of October 1873 :—

1st. A Phaeton with movable driving Box, a pair of Arab Horses, and set of double English Harness.

2nd. The celebrated Racing Pony "F. W. B." Height 13-1½ or thereabouts.

3rd. Bay Pony "Toby." Height 12-2 or thereabouts : a first-class fencer.

4th. Racing and Hunting Saddles, Bridles, &c.

The property of the late Surgeon-Major Beale, 49th Regiment.

WM. YOUNG, Br. Major, 49th Regt.,
President of Committee of Adjustment.

INDUS VALLEY (STATE) RAILWAY.—TENDERS are INVITED for the ERECTION of LOCO-MOTIVE ENGINES and the completion and delivery of ROLLING STOCK for the INDUS VALLEY (STATE) RAILWAY and for the delivery of the Stock at Kurrachee.

Particulars may be obtained from the known established Firm making written application to the Officiating Chief Engineer at Mooltan.

Replies will not be sent to other applicants.

The Tenders will be opened in Mooltan about the middle of November.

F. W. PEILE, Lieut. Col., R.E.,
Officiating Chief Engineer, Indus Valley (State) Railway.
Chief Engineer's Office, Indus Valley (State) Railway,
Mooltan, 2nd September 1873.

I, the Undersigned, give NOTICE to the PUBLIC that from the 7th JANUARY 1873 to the 2nd FEBRUARY 1873 I gave NOTICES in many PAPERS, such as the *Times of India*, the *Bombay Gazette*, the *Bombay Saunachar*, the *Jame Jamshed*, the *Rast Goftar*, the *Bombay Samachar*, &c., &c., different Gentlemen, and others not mentioned, that no person or persons have shown his or their Claim against me and my property of any kind whatsoever, and also I have not received any order or answer from my 8 Brothers Messrs. BURNJOR, HORE and LANGLEY, as required ; therefore, according to my statement stated in my Notice of the 7th January 1873 to the first of February 1873, I have made my last and irrevocable WILL or TESTAMENTARY WRITING, in which I have appointed my Wife, NANDABAI alias LAXMI BEEVOW, as the Sole Owner, Heir and Executrix of the whole of my property, and the same is binding upon me and my Heirs and Representatives for ever and ever.

TH : (THAKAR) DOSSA LALLJEE.

Bombay, 6th October 1873.

NOTICE is hereby given, that the undermentioned UNCLAIMED and CONFISCATED GOODS will be SOLD by PUBLIC AUCTION, at Carnac Bunder and at the Custom-House Warehouse, in accordance with the Notice given in the *Government Gazette* of the 11th and 18th September last, by the Deputy Collector, in Secs. 54 and 57 of Act VI. of 1863, on SATURDAY, the 11th October 1873, at 12 o'clock in the forenoon :—

Omnibuses, Cigars, Chairs, Tobacco, Sugar, Sharkfins, Rice, Paddocks, Rolls, 2 Second Effects, Twist, Peas, Goods, Samples, Fish Oil, Gunny Bags, June, a large Wooden Stable, Iron Bolts and Nuts, Wine, Wet Dates, Brandy, Salwa, &c. &c. &c.

A deposit of 25 per cent. or more if required must be paid as the lots are knocked down, and the Goods must be cleared with in three days from the date of the Sale after which time the deposit will be forfeited and the Goods left uncared will be resold.

Firearms will not be delivered without the production of the License from the Commissioner of Police.

H. L. WRIGHT,
Acting Deputy Commissioner of Customs.

J. L. LUSHINGTON, Jr.,
Acting General Manager.

SALE OF A WRECK AND WRECK MATERIAL.—The Undersigned, on account of those concerned, will dispose of the Wreck of the late s.s. ARRACAN, now lies and will also sell the contents (at present lying on a Reef 5 miles N. W. of Gedeh Island, Cadewa Channel Maldives), the force and mid-ships arrangements firmly secured on to the reef and well out of the water, the cargo under and in deep water) and of a quantity of materials saved from the wreck, landed on above Island, and at present in charge of the Government of the Island, comprising Winches, Anchors Blocks of all sizes and descriptions, Tackle, Chains, Coils of Rope and Hawsers, Stanchions, Lamps, Lights, &c., &c., by PUBLIC AUCTION, on SATURDAY, the 18th October 1873.

Private Tenders may be addressed to the Undersigned before that date, but acceptance of the highest will not be declared until day of Sale.

A detailed list of the landed wreck material will be furnished on application.

The Arracan was homeward bound from Rangoon with a cargo consisting chiefly of Paddy of Hides, Cut

COMMERCIAL INTELLIGENCE.

Bank Bills, 6 months' sight ..... 1s. 10 12/16d. to 2/32d.
Credit Bills, do. ..... 1s. 10 15/16d.
Documents, do. ..... 1s. 10 1/16d.
Bank Bills, 3 months' sight ..... 1s. 10 9/16d.
Credit, do. ..... 1s. 10 11/16d. to 3/0.
Documents, do. ..... 1s. 10 13/16d.
Bank Bills, demand ..... 1s. 10 5/16d.

On Calcutta Bank Bills, 60 days' sight. 99⅛ to 5/16.
Do demand ..... 100⅛ to 100 3/16.

On Madras 30 days' sight 99⅛
Do. demand 99 15/16

On China House Bills, 30 days' sight. 224.

GOVERNMENT SECURITIES

Five-and-a-half per cent. 110⅛
Four & half per cent. 106 3/8
Four per cent. 104⅛
Four & half per cent. (Public Works Loan) ...106
Five per cent. Debenture Loan, 1866-67 ... ...102½
15 years' Debenture Loans 109½
10 years' do. do. 105
5 years' do. do. 103
Six per cent. Municipal Loan House Rate ...112
Do. Do. Market Rate 112½
New French Loan 5 per cent. fully paid up of 1871 and 1872 92
New French Loan instalment paper of 1872... ...94⅛
Paris Municipal Loan (Debenture Rs. 117) per Bond ..... 115.

Rates of discount at New Bank of Bombay—

Loans on Government Paper on demand		4	per cent
Fixed Loans on	do.	to 3 months'	5	,,
Do.	do.	over 3 do.	6	,,
Do.	on Merchandize		7½	,,
Cash Credit	do.	to 3 months'	6	,,
Do.	do.	over 3 do.	6½	,,
	do.	.....	7½	,,
Bank Bills			6½	,,
Mercantile Paper			8½	,,

PRICES OF BULLION, &c.

Sovereigns, each ... ...Rs. 10-9-0
Carolus 220
Mexican Dollars 222
Five-Franc Pieces 221½
Bar Silver... ... ... 107⅛ to 107½
Gold Lea 16-12
Bar Gold 10 oz. English 100 touch 16-14
Australian Gold ... ... 100 touch 16-13

FREIGHT REPORT.

FRIDAY EVENING.

Little doing; rates unchanged.

London	Cotton	No ships.
	Cases	
	Seeds	
Liverpool	Iron Ships Cotton	£2 5s. 0d.
	Wooden Ships ,, ...	£2 0s. 0d. nominal.
	Myrabolams	£2 0s. 0d.
	Coir bills	£1 10s. 0d.
	Seeds	£1 17s. 6d.
Havre ...	Cotton	No ship.
	Coffee	
Overland Steamers—		
London		£3 0s. 0d.
Venice		£2 15s. 0d.
Trieste		£2 15s. 0d. nom.
Liverpool		£2 5s. 0d.
Havre Cotton		£2 12s. 6d. at £2 15s. 0d.
Liverpool via Suez Canal...	Wheat	£2 12s. 6d.
	Seeds	£2 12s. 6d.
	Cotton	£2 12s. 6d.
China ...	Steamer Cotton	Rs. 27½ per ton.
	Opium	Rs. 25 to 30 per chest.
	Sailing Ships	Rs. 4 per bale nominal
Calcutta	Salt	Rs. 3½ per ton.
Calcutta to Bombay		Rs. 15 port charges.
Mauritius		Nothing doing.

BOMBAY BILL AND STOCK LIST.

FRIDAY, 10TH OCTOBER.

Market steady for Bank of Bombay, first issue. National Bank shares were in demand at Rs. 120. Spinning shares continue dull.

BANKS.

No. of Shares	Nominal value of sh.	Paid up.	Last dividend.	Names.	Cash Rates per Share.
	Rs.	Rs.	p. a.		
160,000	100	all	5 p.ct.	Agra Bank	94
22,000	1,000	all	8 p.ct.	Bank of Bengal	1,415
16,000	500	all	12 p.ct.	Do of Bombay New ..	780
1,000	500	100	12 p.ct.	Do 2nd Res. Issue	255
3,250	1,000	all	5 p.ct.	Do of Madras	1,120
10,000	250	all	8 p.ct.	Chartered Mercantile Bk. of L. & China ...	275
40,000	281½	all	12 pct.	Hong. & Shanghai Bank ...	5 pct.
40,000	200	all	22pct.	Chartered Bk. of I. & C.	150
60,000	250	125	6 p.ct.	National Bank of India..	120
10,000	250	all	12 do	Oriental Bank	495

RAILWAY COMPANIES.

.....	£20	21 9-20	p.c	G. I. P. Railway Consolidated Stock	238½
.....	£20	10 9-16	do.	Do. New £20 Shares	126
.....	£20	17 10-32	do.	Ditto	
.....	£100	1,000	do.	B. B. & C. I. Railway Co.	1,125
.....	£18	19 5-8	3 .	Do. New Shares	

LAND COMPANIES.

4,000	1,000	all	Rs. 62	Colaba Land Co	1,330
2,000	150	all	Nil.	Freze Land & PierCo., Ld.	88
750	2,000	2,000	30p.c.	Mazagon Land	840
8,000	1, 0	all	15p.c.	Port Canning Land Company, Limited	385

SPINNING AND WEAVING COMPANIES.

620	1,250	all	112½	Alexandra Spinning	1,360
500	2,500	all	125	Allliance Spinning	2,660
2,000	2,000	all	...	Shawnegar M. & P. Co.	1,803
900	1,000	all	90*	Bombay United	1,220
1,800	150	150	25*	Broach Mills	225
2,500	2,000	all	50p.c.	Dhurmsey Spinning	1,680
750	2,000	all	200p.c.	Great Eastern	2,275
750	1,000	all	...	Jewraj Ballo Mills	1,160
2,500	1,000	all	75 p.c.	Manockji Petit's	1,330
800	1,0 0	all	80 p.c.	Morarjee Spinning	1,230
900	1,000	all	90p.c.	Oriental	1,400
400	500	400	80p.c.	Royal	1,050
850	1,000	all	...	Sounderdas Spinning	1,375

* Per share for the half-year.

PRESS COMPANIES.

150	5,000	2,850	160 p.c.	Akbar Cotton Press Co...	1,850
200	2,000	1,100	150do.	Albert Co. Karachee.....	870
100	500	all	15 pc.	Albert Ginning Co.....	900
250	3,000	850	Nil.	Alexandra Press Co......	215
150	12,000	11,000	100p.c.	Apollo Press Co....	2,500
200	2,000	all	200p.c.	Bombay Press Co	1,100
200	500	all	50 p.c.	Do New	275
200	1,000	1,000	100 p.c.	Broach Cotton Co	700
100	1,200	...	...	Carwar Company.....	1,100
500	1,000	all	40	Colaba Press Co.....	1,100
350	2,000	all	250p.c.	East India Press Co.....	2,700
150	8,500	all	500 *	Fort Press Co	5,150
300	2,000	1,500	75 pc	Framji Cowasji Press Co.	625
200	1,000	all	70 p.c.	Fremel Press Co	710
200	1,000	1,000	100 p.c.	Hydraulic Press Co.....	2,000
250	5,000	1,467	75 pc	Imperial Press Co	800
200	400	350	225 pc	Mofussil Press & G. Co...	610
120	2,500	all	125 pc	Prince of Wales Press...	1,800
200	1,000	all	...	Sassoon's Press Co.....	600
400	850	750	135 p.c.	Scinde Press Co.....	890
100	1,000	750	...	Scinde and Punjab Cotton Press Co., Limited	1,075
125	1,500	1,450	Rs. 85	Victoria Press, Madras...	1,150
150	850	all	90 p.c.	Vic. Cot. Gin & Press Co.	850
450	1,000	all	80 pc*	Volkart United Press Co.	850 xd

* Per share for the half-year.

BANKS IN LIQUIDATION.

		Date of L'dation.			
.....	95	19½	...	Bank of China	1
.....	250	2	Mar. '66	Central Bank	1
.....	...	...	...	East India Bank	1
.....	200	13	Feb. '67	Indian Peninsula.....	1
.....	300	70½	May '67	Royal Bank	2

SALES AND PURCHASES.

PIECE GOODS.

There is very little doing from first hands, and prices remain quite unaltered. The dealers who are now busy with making preparations for the Dewallee holidays show but little disposition to operate in the meantime, and consequently we have no important sales to report for the day. The following sales are reported to have been made by European firms yesterday :—

450 pairs	Grey Dhoties 45 in. 10 yds.	Rs. 1 9 0	
630 ,,	,, ,, 45 in. 10 yds.	,, 1 11 0	
1,500 pieces	,, M'pollams 32 in. 24 yds. 3 lbs.	,, 2 2 0	

COTTON.

Reuter's telegram of the 9th instant is of a more cheering character than we have had for some time back, the market at Liverpool being reported as closing strong, with Surats steady. Dholleras is quoted at 6 1-16d. per lb., Oomrawuttees at 6 5/16, and Mid. Orleans at 9¾d., being an advance of 1/16 in the two former sorts, and of ⅛ in the latter. Sales are given at 20,000 bales, of which 6,500 were Surats. About 5,000 bales were taken off on account of speculation and for export, and 15,000 were left for manufacturing purposes. The receipts at Liverpool amount to 9,000 bales, and those at U. S. ports at 8,000. The cotton market here closed strong, and prices in consequence of the above news advanced about one to two rupees per candy. The following are our closing quotations :—

Oomrawuttee	Rs. 195 to Rs. 197
Akote	,, 198 to ,, 200
Broach, M. G.	,, 200 to ,, 208
Hingunghat	,, 214 to ,, 216
Dholleras & Bhownuggur	,, 193 to ,, 195
Sawginned	,, 203 to ,, 206
Compta	,, 181 to ,, 183

The undermentioned purchases are reported to have been made by European firms yesterday :—

25 candies	Bhownuggur	Rs. 195
25 ,,	,, ,, ...	,, 195
25 ,,	,, F. P.	,, 200
400 ,,	Khandesh	,, 177 to 183
25 ,,	Bharee	,, 183

YARNS.

No sales have come to our notice.

METALS.

No sales.

GREAT INDIAN PENINSULA RAILWAY.

Statement of Traffic, week ending 4th October 1873.
Open 1,968½ Miles.

	Rs. a. p.
Coaching	109,507 14 3
Merchandize	1,46,105 15 0
Electric Telegraph	701 0 0
Municipal Trains, &c.	620 0 0
Total Rs.	2,56,935 13 3
Corresponding week last year, open 1,266½ miles ..... Total Rs.	2,14,376 0 3
Increase Rs.	42,559 13 0

SHIPPING.

ARRIVALS.

Oct.	Vessel.	Commander.	From.
9	Travancore (s)	Eastley	Suez, September 26.
10	Ledy Melville	Coury	Shields, June 3.
	Gasper	Dixon	Boston, June 6.

DEPARTURES.

Oct.	Vessel.	Commander.	Destination.
10	Burmah (s)	Sanders	Persian Gulf via Kurrachee.
	Pearl (s)	Doert	Cochin.

The steamer Euphrates, to Kurrachee, was entered out for loading yesterday.

MADRAS.

DEPARTURE.

Oct.
7 Dunphalle Castle..... ..... Cocanada.

ADEN.

ARRIVALS.

Sept. 14 Sea Chief, ship, Phillips, from Cardiff.
25 Madagascar, ss, Ahring, from Zanzibar.
26 Tenasserim, ss, Stuart, from Rangoon.
26 Ceradoc, ss, Garick, from Kurrachee.
27 Elgin, ss, Miller, from London. (Passed).
27 Tanjore, ss, Johnson, from Bombay.
27 Meikong, ss, Fouche, from Marseilles.
27 Jason, ss, P. A. DeBoer, from Amsterdam.
27 Bokhara, ss, Tomlin, from Shang-hi.
28 Dalhousie, ss, Warner, from Perim.
28 Tere-a, ship, Davis, from Cardiff.
28 White Star, ship, Funnell, from Shields.
30 Illesus, ss, Ravin, from Mauritius.
Oct. 1 Synop, ss, Mahomed Beg, from Suez. (Turkish).

DEPARTURES.

Sept. 26 Tenasserim, ss, Stuart, to Port Said.
26 Ceradoc, ss, Garick, to Liverpool.
27 Tanjore, ss, Johnson, to Suez.
27 Meikong, ss, Fouche, to China.
27 Bokhara, ss, Tomlin, to Suez.
28 Madagascar, ss, Ahring, to Hamburg.
28 Jason, ss, P. A. DeBoer, to Batavia.
30 Sea Chief, ship, Phillips, to Chittagong.

VESSELS IN HARBOUR.

Sept. 18 Fearnought, ship, Graham, from Newcastle.
20 Empire of Peace, ship, Williamson, from Shields.
28 Dalhousie, ss, Warner, from Perim.
28 Teresa, ship, Davis, from Cardiff
28 White Star, ship, Funnell, from Shields.
30 Illesus, ss, Ravin, from Mauritius, bound to Mauritius.
Oct. 1 Synop, ss, Mahomed Beg, from Suez, bound to Bussorah

DAILY IMPORTS.—10TH OCTOBER.

FROM LONDON.

Viago s, 24 cases cognac, Cutler, Palmer & Co.
Corrinna s, 10) cases sherry, and 10 cases claret, Cutler, Palmer & Co; 12 cases wine, Henry Dods & Co
Wimbledon s, 121 cases claret, Cutler, Palmer & Co.
Timer s, 700 casks shum, Goodhue Pugjee; 3 cases candles, Pestonjee Eduljee Mehta; 2 cases medicine, 4 cases oilmanstores, and 1 case bacon, Hormusjee Pestonjee & Sons; 50 bottles quicksilver, Cassum Abdoolreheman; 10 casks zinc, Heptoola Allybhoy; 1 hogshead sherry, 12 cases champagne, 1 case peach bitter, and 1 case brandy, Alibhoy Salmon & Co; 5 cases salt, Pestonjee Eduljee Mehta; 20 copper sheets, Antobia Eswamtibjee; 7 bales brown paper, Manockjee Burjorjee; 1 case potash, and 2 casks corn emery, M. M. Mody & Co; 25 packages tyres, C. Macdonald & Co; 3 cases butter, Bell, Brandenburg & Co; 50 cases sherry, 1 case champagne, and 50 cases brandy, G. A. Ross & Co.

DAILY EXPORTS.—10TH OCTOBER.

FOR LIVERPOOL.

Shahpore, 220 bags gall, Poonjee Jewraz; 600 bags linseed, Sumjee Veerjee.
Meriel s, 45 bales cotton, Luckumsey Rowjee & Co; 41 bales cotton, Gordhandass Khuttow & Co; 125 bales cotton, W. and A. Graham & Co; 6 bales wool, Corsondass Nensey; 45 bales cotton, Nupoo Nensey; 56 bales cotton, Rattonsey Poonsey & Co; 120 bags wheat, Finlay, Scott & Co.
Tebe s, 26 bales wool, Vizbhookhandass Amratlall; 30 bales hides, Stearns, Hobart & Co; 68 bales cotton, Nensey Carrumsey.
Indus s, 100 bales cotton, Heerjee Nagsey & Co; 30 bales wool, Hassumbhoy Daya.

FOR LONDON.

Indus s, 5 cases heerabo'e, Kallianbhoy Gangjee; 71 pieces and 1 bundle E. teeth, Venichund Joytadass; 106 pieces E. teeth, Curriumbhoy Alloobhoy; 24 cases cassia, Essoobhoy Ebramjee.

FOR HAVRE.

Indus s, 69 bales cotton, Madunbhoy Koorpall & Co.

FOR VENICE.

Tebe s, 100 bales cotton, Jules Siegfried & Co.

MILITARY.

ARRIVALS.—OCTOBER 9.

Robinson, Lieutenant, Royal Engineers, on leave, from Kirkee.
Morton, Lieutenant, Bengal 6th Regiment, to rejoin, from England.
East, Major, Bengal 41st Regiment, to rejoin, from England.
Webb, Captain, Bengal 41st Regiment, on leave, from England.
Malet, Captain, Bengal 8th King Regiment, to join, from England.
Rooke, Lieutenant-Colonel, Bengal Infantry, to rejoin, from England.
Kerr, Colonel, Infantry, on duty, from ——.

MADRAS GOVERNMENT ORDERS.

(*Fort St. George Gazette*, Oct. 8.)

Mr F Brandt, Sub-Collector and Joint Magistrate of Tinnevelly, for three months, to proceed to Europe on medical certificate, under Section 8 (a), and preparatory leave not exceeding thirty days from the date of departure, under Section 15 of the Civil Leave Code.

The Right Rev the Bishop has granted the Rev A T Bartlett, Acting Chaplain of Vellore, privilege leave for one month, in extension of the leave granted to him in the *Gazette* of the 16th September 1873, under Section 12 of Supplement E, and Section 3 (c) of the Civil Leave Code.

Mr William Alexander Happell, to act as Sub-Collector and Joint Magistrate of Tinnevelly during the absence of of Mr Brandt on sick leave or until further orders—to join forthwith.

Mr Henry STAnbyn Goodrich, to act as Deputy Director of Revenue Settlement, Ganjam, from the date of his being relieved of the appointment of Sub-Secretary to the Board of Revenue.

Mr Herbert Frederick Cleyglom, to act as Deputy Director of Revenue Settlement, Coimbatore, during the employment of Mr Goodrich, on other duty, or until further orders.

Capt Charles Edward Lorraine Eastall, Acting Assistant Superintendent of Police, Ganjam, to act as Supt of Police, Vizagapatam, during the absence of Major Fraser on leave, or until further orders.

Mr Henry Gordon Prendergast, to act as Asst Supt of Police, Ganjam, during the employment of Capt Eastall on other duty, or until further orders.

Capt William Henry Hodges, Supt of Police, Salem, to act as Supt of Police 1st Grade, during the absence of Major Fraser on leave, or until further orders—with effect from the date of Capt Guthrie's departure on leave.

Col Bean, R E, (Ex Engr 1st grade) Supg. Engr. of the 3rd grade, to be Supg. Engr. 2nd, grade, vice Major R F Oakes, R E, proceeded on furlough to Europe.

M M M Hawksworth, Asst Engr, 1st grade to be Ex Engr 4th grade, in succession to Col J Bean, R E.

Mr E H Pringle, Asst Engr, 1st grade, to be Ex Engr, 4th grade vice Mr K D F Roberts proceeded on furlough to Europe—to have effect from 1st October.

Surgeon-Major E G Balfour resumed charge of the office of Surgeon, Indian Medical Department from Deputy Surgeon-General J L Ranking on the 29th ultimo.

Mr J H Wright, 1st Asst Supt of Revenue Survey, is hereby invested with the powers conferred by Act XXVIII. of 1860, on Officers appointed by Govt for purposes of demarcation.

MILITARY DEPARTMENT.

Maj E T Ouchterlony, R A, Commissary of Ordance 3rd Class, is permitted to proceed to Europe, on furlough, on urgent private affairs for six months, under the Regulations of 1854, and to embark from Bombay.

The following promotions are made, subject to Her Majesty's approval :—

Infantry.—Maj A Jenkins (Lieut Col in Staff Corps) to be Lt Col; 2nd N, I Capt R Q Mainwaring (Lt Col in Staff Corps), to be Major; and Lieut J W Cleland Henderson (Captain in Staff Corps) to be Captain, dated 18th Sept 1873—vice Broome deceased.

Infantry.—Major Jackson Muspratt Williams, A I C, to be Lt Col 1st Mad Fus; Capt H, F Hornsby, (102nd Foot) to be Major; and I, G List Lieut (Brevet-Captain) John Hotham, to be Captain, dated 18th Sept 1873—vice Jenkins, promoted and removed.

Lieut Frederick Thomas Powis, to be Captain by Brevet, from the 2nd October 1873.

The under-mentioned officers are permitted to proceed to Europe :—

Col S J Batten, Staff Corps, Commandant 17th Regt N I, on furlough, on private affairs, for two years (from and after the 8th Oct 1873,) under the Regulations of 1808, and to embark from Bombay.

Maj W R Johnson, Staff Corps, Supdg Engr, Irrigation Works Mysore P W Dept, on furlough, on private affairs, for two years, under the Regulations of 1808, and to embark from Bombay.

The undermentioned Officer and Warrant Officer have reported their return from Europe :—

Lieutenant-Colonel J R G Magrath, Staff Corps, Wing Officer 28th Regiment N I, arrived at Madras on the 27th Sept 1873.

Conductor F J White, Clothing Department, arrived at Madras on the 1st October 1873.

POSTAL NOTICES.

DEPARTURE OF OCEAN MAILS.

	Date.	Mail. closes.	Arr. packet.
United Kingdom	Oct. 13	... 5-30 P.M.	... 6-30 P.M.
Kurrachee	,, 13	... 11 A.M.	... 12 A.M.
Persian Gulf via Kurrachee.	,, 24	... 11 A.M.	... 12 A.M.
Australian	,, 18	... 4-30 P.M.	No after packet.
China	,, 21	... 4-30 P.M.	
Mauritius, Reunion, &c.....	,, 27	... 5-30 P.M.	... 6-30 P.M.
Zanzibar	,, 27	... 5-30 P.M.	... 6-30 P.M.

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DOMESTIC OCCURRENCES.

[The charge for notifying a domestic occurrence is two rupees, and the announcement must be authenticated.]

BOMBAY.

BIRTH.

McDONALD—October 9th at the Scottish Schools, Byculla, the wife of James McDonald, of a son.

OTHER PRESIDENCIES.

BIRTHS.

CUNLIFFE—October 2nd, at Murree, the wife of Mr. Sam Cunliffe, of a son.
ELSMIE—October 3rd, at Cherat, the wife of G. R. Elsmie C. S., of a daughter.
SHIRCORE—October 6th, at Calcutta, the wife of G. R. Shircore, of a daughter.

DEATHS.

GILLMON—October 4th, at Lucknow, of cholera, Edwin John, the beloved son of Ensign James Gillmon, Retired List, aged 14 years, 10 months, and 14 days.
PERKINS—October 3rd, at Lahore, Mr. J. A. Perkins, aged 45 years.

All Money Orders, Cheques, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

The Daily "Bombay Gazette," *and the* "Bombay Gazette Overland Summary," *are filed for reference in the Intelligence Department, Indian Court, International Exhibition, Kensington.*

The Bombay Gazette.

SATURDAY, OCTOBER 11, 1873.

We have received a copy of the Report on Vaccine Operations in the Punjab during the Seasons of 1872-73, and if a perusal of it does not give the amount of satisfaction to be desired it still gives evidence of a steady progress in the extension of the prophylaxis amongst the very extensive population of that province. It seems there are various sources whence the cost of the establishments for carrying on this work is derived. First, there is the Provincial establishment, on which 139 men are entertained, including 28 Native Superintendents; next comes the Dispensary establishment, on which 44 men are entertained; and both these, together with the European supervision, are maintained by Government at a total cost for the year under notice of Rs. 56,374 6-9. The other sources of maintenance are Municipalities, entertaining 16 men at a cost of Rs. 1,033-8-0; Local Funds, entertaining 33 men at a cost of Rs. 985-12-1; and Native states, entertaining 4 men at a cost of Rs. 480. Thus the total cost of all establishments amounts to Rs. 58,873-10-10, and for this sum 372,185 persons have been treated, of whom a percentage of 93·91 are reported as having been so successfully. This shows that each successful case has cost but the small sum of 2 annas and 10 pies. This fact at first sight may lead to the drawing of a not over-favourable comparison with the Bombay Vaccine Establishment, where the cost of each successful case, according to the last published report, was 6 annas and 1 pie. But examining a little in detail the different items of the Punjab expenditure the matter affords an easy solution. For instance, the vaccinators on the Provincial establishment are divided into 3 grades, being paid respectively Rs. 15, 12, and 10 per mensem; and on the Dispensary establishment they are divided into two grades, paid respectively Rs. 10 and 8 per mensem. No doubt the cost of living, &c., is cheap in the Punjaub, but when we think on this side of India the large wages we have to pay for the commonest menial servants we are more than surprised that men capable of any intelligence, which vaccinators must be to a certain extent, can be found to work for such very low rates. But far lower than these rates just quoted are the rates paid by Municipalities, among which 16 men are entertained at a total cost of Rs. 1,033-8, being something less than an average of Rs. 5·8 per man per mensem. The Local Fund rates are still lower, for we find that for a total number of 33 men, they have only paid Rs. 985-12, or an average of about Rs. 2-5 per man per mensem. It would be vain, in the face of such rates of remuneration, for us to draw any comparisons between the expenditure incurred by the Vaccine Departments of Bombay and the Punjab; for in the latter we see men working on a remuneration that could not by the greatest stretch of imagination be expected to keep body and soul together in the former.

Thus far having slightly glanced at the resources of the "sinews of war" we will proceed to give some idea of how the establishments just enumerated carry on work. This, it would appear, differs materially from the usual routine pursued in the Bombay Presidency. While here work is carried on from week to week all the year round, it seems that in the Punjab work in the plains is only performed during the cold season; and the hot months are spent, in the Superintendent General's own words, in working "as usual in "the Simla bazaars and among the servants of "the visitors to Simla." Very pleasant this must be indeed for all hands; and it is a wonder that the Vaccine Superintendents of this Presidency do not take a hint from the fact, and represent to Government how much better it would be for them and their following to spend the months of April and May looking after the bazaars, &c., of Matheran and Mahableshwur than be insisting on and supervising the propagation of deteriorated lymph in the burning plains below! We fear, though, we are all somewhat behind time in what we are pleased to call this go-ahead Presidency of ours, for we might learn much in the way of enduring tropical heat from the denizens further East. No doubt physiologically speaking great heat exercises a deteriorating effect on vaccine lymph, but we would ask if the difference, in this respect, be so great between Guzerat or Khandeish and the Punjab as to cause the performance of any work in the latter impossible, while it goes on uninterrupted in the two former? Another difference appears to be that, instead of portioning off a district to each vaccinator within the limits of which he should confine his operations, the Superintendent General with a large following charges whole territories at the point of the lancet, leaving in vesicated arms the marks of his progress as he moves along. This system may have no doubt some advantages, but the disadvantages would, we think, more than counterbalance them. Amongst the latter we would state that the time when such raids take place may not be always opportune by reason of the presence of a fever epidemic or anything else, while a vaccinator on the spot can select his own time for administering his operation so as to make all things conduce to its effective reception. However, we will not take upon ourselves to instruct the Superintendent General of Vaccination in the Punjab on the best means of working his establishment, but will rather confine our observations to the results such work has produced. The total number of persons treated in the Punjab during the year under notice was 372,185, and of these operations 93·91 are said to be successful. According to the "Statistical Abstract relating to British India," compiled from official records up to 1871, the population of the Punjab is said to amount to 17,596,752, so that it may be said a fraction over 21 per mille of the people have submitted to the use of the vaccine prophylaxis. This is not bad considering all things, but having instituted some sort of a comparison before we may be permitted to say that for the same period a fraction over 42 per mille of the population, taking the amount of it from the same source, of this Presidency were vaccinated. This increased amount of protection ought to more than compensate for the increased cost, and no doubt it will, too, in the eyes of the public when we mention that the deaths from small-pox in the Punjab reached the large amount of 23,639. The opposition met with by the Department in furthering their work does not appear to have been very great. One Native Chief threw some obstacles in the way; but the quiet sitting upon he has received at the hands of the Honourable the Lieutenant-Governor may induce him to hold his hands for the future. Hakims have been employed to some extent in propagating the operation, but the result gives no encouraging hope of the benefits likely to arise from such employment. We think it would be much better for the Department and the people to be benefitted to entertain young men of intelligence from other walks of life and at the same time hold out better inducements to attract them to the service. Unlearning is found to be a much more difficult thing to impart than learning: a fact that most people who have had much to do with certain classes of this country are already aware of.

As in Bombay so in the Punjab dispensary vaccination appears to be far from satisfactory, a fact His Honour notices with much regret. We cannot altogether account for this, but would attribute it in some measure to a want of interest in the subject and also to a want of energy. Female vaccinators were tried, but the result proved them to be a lamentable failure. Nearly all their operations were ineffective, and neither His Honour nor Dr. Bennett, who tested their work, hold out any hope of future improvement. Female operators, too, have been started in Madras, but what advantage they have proved to the "Benighted" we are not in a position to state. Inoculation was carried on in some districts, and when this fact is taken into consideration the very high rate of mortality from small-pox is not to be wondered at. It is a question whether or not the time has arrived for the prohibition of this practice altogether, and we think the subject might occupy the attention of the powers that be with much better effect than many they waste so much wind and wisdom over. "Murasilas"—whatever they may mean—and letters of thanks are to be addressed to the feudatory Chiefs, Committees, Commissioners, &c. &c., who aided the Department in its work; and most the officers are commended for their labours. Herein we think His Honour shows a discretion that might be copied with much advantage nearer home. Thanks from high quarters don't cost very much, while they invariably make the recipients feel that their efforts are not all in vain, but are looked upon with some amount of appreciation. A native gentleman of Srinuggur, named Ram Dyal, was presented by His Honour with a khilut for his efforts to extend vaccination. The efforts that deserved this honour are as creditable to the recipient as is the discrimination that singled them out for such reward. While we readily admit that the Report shows a decided progress in vaccination in the Punjab, we cannot help thinking that there yet remains a large field for exertion towards the protection of so extensive a population.

NOTE OF THE DAY.

Youth is proverbially bumptious, and our juvenile contemporary of Marine Street is no exception to the rule in this respect, and is, besides, not at all scrupulous as to the means he uses to get out of a hole. The present conductor of the *Statesman* apparently has but a faint glimmering of what are journalistic usages, and, as the drunken man gives himself credit for being in a most creditably sober condition, and believes all other men to be reeling about, our contemporary, because of his own darkened vision, considers that we are "strangely in the dark as to journalistic usages!" Well, if our contemporary is right, journalistic usages must be fast undergoing a change; perhaps, as the founder of the *Statesman* intended to make his paper the model all other journals should follow, his successor believes he may well consider himself the leader of fashion as regards "journalistic usages." His reason for debiting us with being in the dark may be gathered from the remainder of his paragraph:—"The *Bombay Gazette* confesses bewilderment and other mental aberrations at the appearance in our leading columns two days ago of a communicated article, vindicating the Inam Commission, to condemn whose proceedings has all along been our policy. Our contemporary must have had his spectacles on (and much need) when he took the article to be in large type, for to the naked eye it appears in *small* type. But whatever the type, 'Communicated' affixed to the article showed that its sentiments were such as this journal could *not* adopt. We are never in fear of letting the opposite side have their say on any question, and as the article referred to made out a strong case for the Inam Commission, we thought right to give it a prominent place, at the same time distinctly intimating that it had not emanated from this office." As to the type, we would only say that the *leading* columns of the *Statesman* in which our contemporary himself says the article appeared, are not printed in small type, so that (to use the words of the great founder of that paper) "our contemporary is *not* an *honest* writer." We are amused at the audacity of the statement "to condemn whose proceedings has all along been our policy." Will the editor of the *Statesman* let us know when he expressed any policy on the subject? We are, we must confess, sorry to learn that the article does not mean that the writer of "The Inam Commission Unmasked" has seen the errors of his ways, and that we are not to have the assistance of the *Statesman* in helping to prevent unjust attacks on the Inam Commission from having any effect; but we venture to differ from the writer of the paragraph in yesterday's *Statesman* as to the meaning to be drawn from the way in which the article vindicating the Inam Commission was published. "Journalistic usage," we believe, will bear us out if we say that the appearance of an article in large type in the "*leading columns*" of a newspaper headed "communicated," means that when the editor decided to insert the article something like the following ideas were in his head:—"Well, this is a very good article, and in the main I agree with it, but there are a few of the opinions expressed in it which I cannot endorse, and as I suppose my contributor would not like it to be altered, and as the opinions which I cannot agree with are not to any serious extent in opposition to the policy of my paper, I shall give the article to the printer but head it 'communicated.' This will show that I do not wish to endorse the entire article." It is ridiculous to say that journalistic usage would allow any editor to print in his leading columns an article in every single respect diametrically opposite to his own opinions, so that we must conclude that in the *Statesman's* Office "some one has blundered." We cannot help thinking that the appearance of Mr. Knight when he reads the article in question would be a fit subject for *Charivari*.

LATEST INTELLIGENCE.

[Reuter's Telegrams.]

THE ASHANTEE WAR.

LONDON, 9TH OCTOBER.

Commodore Commerel, V

THE "BOMBAY TATTLER."

Snow at Simla! How refreshing it sounds. You read it, and allow your imagination to carry you away and feel refreshed and invigorated; but the refreshment is like the pleasure one experiences from looking at a picture of a snow-storm—you are quickly recalled, by the actual state of the thermometer in Bombay, to the fact that you have just left off fanning and mopping yourself. But let us hope the snow-fall at Simla augurs well for an early appearance of the cold weather. The north wind has been blowing for three weeks past, and though it is a north wind which does not realise one's idea of Boreas, and which scorches us up during the day, I am grateful for the small mercy in the way of coolness it brings in the night and early morning. Let us hope that the snow-storm on the Himalayas will not be without its effect on us—that in consequence of the snow the wind from that quarter may blow upon us at some degrees of temperature lower than it would otherwise have done.

I was [illegible] to see such a fine audience in the Town Hall [illegible] evening at the concert given in [illegible] the fund which is being raised for the p[illegible] families of Mr. Wood and Mr. and Mrs. Reid. You have already told your readers of the grand success the concert proved to be, and thanked the ladies who sang and played for their kindness; but if these ladies will pardon me, I shall add to thanks, a request, a prayer, that they will not after Wednesday evening restrict the enjoyment to be obtained from listening to to their charming voices to their private circle of friends. I shall not go so far as some people and say that persons endowed with such voices as those possessed by the ladies who sang on Wednesday night ought as a matter of duty to let us all have to some extent the benefit of their melodious tones; but while thanking these ladies for the delight they afforded us, I would remind them that soprano voices such as theirs would immensely increase the popularity of our fortnightly rupee concerts. It would be too much to ask that they should appear regularly at these concerts, but if they would just consent to sing *occasionally* we know they would have the thanks of the European community. By the way, as I commenced this paragraph by referring to the unfortunate orphans, I may express the pleasure with which I see the subscription list daily increasing in size, and let me ask all who have not yet subscribed to send a rupee or two if they can afford to do so. The accident was a most lamentable one, and the children are much in want of sympathy and assistance. I have seen a suggestion that a photograph of the children should be taken and sold at a profit for the benefit of the fund, but I hope such a sensational, and as it seems to me heartless, means of [illegible]g a few additional rupees will not be [illegible]ed. Spare the feelings of the poor children [illegible]er you do.

[illegible]uch surprised to hear that on Sunday [illegible]t the congregation in the Cathedral [illegible]ted by an officiating clergyman to [illegible]ir seats till the clergy and choris[illegible]hed in procession from the chancel [illegible]. Such a request is of course al[illegible]command, for he is a bold man [illegible] after such a request will de[illegible]signation at it by marching [illegible]fore the entire congregation. [illegible]never thought of the possi[illegible]y as that men going to wor[illegible]l should try to find a reason [illegible] and should any one be hot[illegible] express indignation at such a [illegible]uld probably be exhorted to exe[illegible]ise of Christian humility. Such a [illegible]ght, however, give the pat reply that it was to Christian ministers that was entitled to look for examples of such humility, and ask if such a request did not show more of the "pride of the clergy" than of the virtue I have named. "Let the clergy," he might well say, "shape their conduct according to that of their Master and the Apostles, and then let us see if we should be requested to remain in our pews till we had seen the clergy and the surpliced singers out of the church." This novel request—novel at any rate for Bombay, whatever may be done in ritualistic churches—is I suppose an effort on the part of the clergy to obtain more outward show of respect from their flocks, but I question if such a demand will gain for them an increase of real respect. I have ever seen clergymen treated with the utmost courtesy and respect, have never seen an instance to the contrary, so that I do not think the Ministers of Christ have any reason for demanding more tokens of respect. Let them think that it is just possible that some Christian minded men may feel insulted by such a request as that made on Sunday evening, and refuse in consequence to worship in the Cathedral; the probability of one such case should, we imagine, induce right minded clergymen to give up such demands.

I have just been converted to the belief that civilisation is beginning to make itself felt practically amongst the masses of our Hindoo brethren. And what, think you, has so suddenly converted me? If you have heard the news that some enterprising natives of Sholapore are about to start a soap manufactory, you can scarcely fail to know. Our Universities turn out B. As. and LL.Ds. by the dozen, and these clever young gentlemen no doubt believe that their mission is to civilise their less enlightened fellow countrymen whom you will hear them, with the greatest complacency, designating as "savages;" but at the risk of offending the vanity of the B. As., let me give vent to my opinion that the man who induces Hindoos hitherto innocent of the use of soap to try how good a thing it is, does more to civilise the country than a score of our average University men. I suppose we may take the establishment of such a manufactory as a proof that there is some demand for soap in the Deccan; if so, the Deccan must be congratulated on its being more civilised than I gave it credi for. By all means give every assistance you can to the Sholapore soap-wallas; advertise for them cheaply, for they deserve encouragement; they are doing a service to the country, not merely by developing its resources, but by bringing to the notice of the lower classes of Hindoos a luxury hitherto unknown to them, and they are helping to make life more tolerable in India for you and me. Just imagine, if you can, the pleasure of having a cleanly Bunnia calling on you; that you could well do after a visit such as that I have just been favoured with from a perspiring, evil-smelling, dirty looking fellow who, notwithstanding all his wealth, knows not the luxury of cleanliness. Thanks, ye Sholapore men, go on and prosper, and may the time soon come when Rama and Luximon shall flock to you for your wares in crowds, and when filthy-looking hands and faces and odorous garments shall be the exception, not the rule, amongst your fellow countrymen.

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WEEKLY COMMERCIAL LETTER.

[SPECIAL FOR THE "BOMBAY GAZETTE."]

LONDON, 19TH SEPTEMBER.

In my last I alluded to the firmness of the cotton market, and I return to the subject as there is at the moment a very general impression that the market is likely to remain strong for several weeks to come, owing to the backwardness of the American crop and the consequent certainty of small arrivals at the ports and limited shipments to this side. There is no doubt whatever, from present appearances, that the stock of American cotton in Liverpool will be reduced to a very low figure by the close of November. Favourable crop accounts and increasing receipts in November would prevent any serious advance in prices, but unfavourable accounts, and a slow increase in receipts, would bring the smaller estimates of the yield into credit and lead to an important rise in values. The general opinion in short is that for two months to come it is not likely prices will decline, while an advance more or less considerable, according to the tenor of the crop accounts, is not improbable. On the subject of prospects of supply for next season, Messrs. Ellison and Co., of Liverpool, in their report, just issued, give the following estimates. The out-turn of the American crop is taken generally as from 3¾ million to 4 million bales. Assuming the latter figure, and that American consumers take 1,250,000 bales, there will remain 2,750,000 bales for export to Europe, against an import of 2,616,000 bales during the past twelve months. India will probably send 1,500,000 against 1,288,000 bales, Brazil 800,000 against 638,000, and Egypt, the West Indies, &c., 680,000 bales against 661,000 bales—making the total estimated import into the whole of Europe in the twelve months ending on the 31st of August next year, 5,730,000 bales as compared with an actual import of 5,206,000 bales in the twelve months ending 31st of August last. The weight of this import for the 1873-74 season is estimated at 2,136,650,000 lbs., which is an increase of not more than 4 per cent. on the actual deliveries in 1872-73. The full consuming power of Europe is estimated at 2,167,000,000 lbs. per annum, and therefore, with an American crop of four million bales, there is no more cotton in prospect than Europe has power to consume. Indeed she could within the twelve months spin 30,000,000 lbs., or 80,000 bales more than the estimated supply. But the American crop may not exceed three millions and three-quarters bales, and in that case the supply to Europe would be reduced by 200,000 bales, bringing the total weight down to 118,000,000 lbs. less than the full capacity of consumption. The average price of middling American for the season would, in such an event, be nearer 9½ than 8½ per lbs.—the figure Messrs. Ellison think a probable average should the American crop reach 4,000,000 bales. The weak point in this estimate appears to me to be the consumption calculated upon for the next twelve months. I am certain it is over-rated, as indeed it has been for the last couple of years. The consuming power of Europe is a very vague phrase, for it covers the consuming power of the East as well, or rather its capacity to absorb English calicoes; and we know that the Eastern markets have been so glutted as to practically anticipate much of the consumption. Moreover, the general influence of contracted trade which is telling upon every commodity we manufacture is certain to increase rather than diminish with the lapse of time. We are now only at the beginning of the ebb, and it will indeed be strange if the cotton industry escapes without scathe. My hopes of a firm cotton market for the next few months are based upon a different basis—namely, the advices we are having of damage to the American crop, which is likely to bring reduced estimates of the yield into fashion before many weeks are over.

On this subject of damage a recent statement from the South is to the effect that the complaints of caterpillars are very numerous, and that the loss already from that cause is proved to be equal to £250,000 bales. On the other hand, the New York *Financial Chronicle* of the 6th inst. gives the following summary of the latest weather reports by telegraph from its special correspondents:—

Our reports by telegraph to-night are on the whole somewhat more favourable, although undoubtedly very considerable injury is being done by worms and caterpillars in the lower half of the Gulf and Atlantic States. But even over the most of that section the weather has been more satisfactory, rain having fallen much less frequently. With regard to the injury from the caterpillars, we infer from some of our telegrams that it is largely confined to the top crop, the bolls which make up the bottom and middle crops being mostly too far advanced. From Nashville and Memphis it will be noticed that our advices are very favourable. At New Orleans there have been showers (said by our correspondent to be local) on more than half the days of the week. It has rained on three days at Mobile; crop accounts are conflicting, but they continue to grow less favourable, as the caterpillars are doing great injury everywhere, so that the top crop will be poor. At Montgomery it has rained only on one day, but here also the caterpillars are reported at work everywhere, so that crop prospects are daily less satisfactory. About the same report comes from Selma, with the addition that they had three heavy showers the early part of the week; since then it has been clear and pleasant. At Macon they have had rain only on one day, and our correspondent adds that the weather is fine for picking. It has been warm and dry all the week at Columbus; worms are doing so much injury that the top crop will be poor. They have had rain only one day at Savannah; at that point crop accounts continue favourable. There has been no rain at Augusta, but the weather has been warm; caterpillars are reported in the neighbourhood, but the injury done is limited, and they are confined chiefly to the lowlands. At Charleston the caterpillars are said to be doing great injury everywhere; the weather has been warm, with frequent showers. Our Memphis correspondent reports that it has rained there on one day, with the rest of the week pleasant; that picking is progressing finely, and unless impeded by wet weather, or stopped by early frosts, we have the prospect of harvesting the best cotton in staple, body, and colour since the war; not equalling in bales the crop of 1870, but much exceeding that of last season. At Nashville it has rained on two days, and the crop is developing promisingly. The thermometer at Memphis has averaged 81, Selma 88, Savannah 81, Macon 80, Columbus 82, Montgomery 86, and Mobile 81.

I have before spoken of the bad condition of much of the American cotton sent to market last season. On this subject Mr. H. G. Hester, Secretary of the New Orleans Cotton Exchange, has issued the following circular:—

At the close of the season we deem it appropriate to call the attention of the trade, and all others interested in the culture and marketing of our great staple, to the evils which this, more than any other year, have made such great advances.

The quantity of false and fraudulently packed cotton shipped to this, and we believe to nearly every other market in the United States since the war, caused the adoption of various devices for the thorough examination of every bale, and the detection of fraud has consequently been reduced to almost a certainty. These examinations, by means of boring, etc., are made through the buyer after purchase and entail much loss in weight, besides the expense necessary to the employment of competent inspectors—a tax which is made up by the reduced price at which the buyer is enabled to execute his orders, and consequently really falls upon the producer.

That a considerable portion of the false packed cotton is the result of careless ness and ignorance, rather than a deliberate intention to defraud, we are fully prepared to believe; but still so many evidences of the latter have been made apparent within the past twelve months that a serious and determined effort should be made by every good man to frown down and expose so injurious and criminal a practice.

We call attention to to the fact that in the criminal code of nearly every Southern State provisions are made for the punishment of those who falsely and fraudulently pack cotton, so that not only does the packer lose heavily by detection, from the depreciation in the value of his shipment (the price being regulated by the poorest quality in the bale), but renders himself liable to conviction for felony and a consequent long imprisonment.

We earnestly call upon each planter and country merchant to aid in stopping this injurious practice, not only by direct proceedings, but by forwarding to this institution with proofs, the particulars of every case coming within his observation.

A very unpleasant sensation has been caused here to-day by the announcement of the failure of Messrs. Jay Cooke and Co. of New York. This firm had acted as agents for the United States Government in the sale and negotiation of bonds, and their London house had as a partner Mr. Hugh M'Culloch, who had been Secretary to the Treasury at Washington five or six years ago. The American house, however, was not identical with the one here, which remains intact and solvent so far, though its credit has naturally been affected by the shock. The explanation of Jay Cooke and Co.'s failure is simple. They had over-speculated in gold, and they had sunk an enormous amount of capital in the Northern Pacific Railroad which they virtually carried on their shoulders. Gold is as stated an object of speculation in the United States as stocks or cotton, and the "corners" and "rings" of which New York is the constant scene involve sport to some, while they are death to others. In the case of Jay Cooke and Co. the bull movement in gold failed, and they succumbed. As for the railroad it is one of those big things which are found nowhere else in the world than America. If Jay Cooke and Co. had obtained the money for the line, they would have cleared a gigantic fortune; but they only obtained concessions and land grants, which though ultimately perhaps of great value are valueless to-day. The bonds to provide the capital have sold slowly; lately they have not sold at all; and both the English and German markets are for the time closed against such securities. Had emigrants bought up the bonds and taken the land along the line pretty fast as they did in the case of the Union Pacific, the railway would both have been made, and it would have created its own traffic; but in default of that, the strain of finding the means of construction has fallen upon Jay Cooke and Co. Their assets, I need hardly say, must prove almost unrealisable, no matter whether or not they show 20s. in the pound. The main question now is, whether the mischief will spread. Morgan, Sir John Rose, and other leading persons here connected with the American trade speak encouragingly, as they are in duty bound to do, but in other quarters I hear less favourable views expressed. The National Banks in the States have their safes choke full of bonds of railways contracted for, but not completed, and therefore earning nothing. Now and again an attempt is made to relieve the congestion by floating some of the bonds in Europe, but it rarely succeeds. The public shun them, and it is only those of the strongest lines, financially, which have no doubtful points about them, and which have a prospective present as well as a boundless future, that are now taken by investors. One of the National Banks, the first, at Washington, has suspended, but that is Jay Cooke's own, and its fall was a matter of course. The fear is that some of the others may go, and if they do the panic will assume serious proportions. Such is the position at the close of the time for sending off this letter, and I need not speculate on results which you will have by telegraph.

THE OPENING OF THE KISTNA BRIDGE.

(BY OUR OWN CORRESPONDENT.)

Travellers between Bombay and Madras must often have felt the pleasant continuity of their journey interrupted by the Kistna, to cross which boats and not railway carriages had to be resorted to. They will be delighted to learn that this source of discomfort has now passed away—that turbulent Kistna has been bridged—and that Madras and the capital of the West of India are now joined together by an unbroken chain of rails. It has been said that if Englishmen were to leave India in a body to-morrow all the traces which they would leave behind them of their sojourn in the country would be a vast heap of empty beer bottles. This sarcasm, though it may be pleasant to hear across a dinner table, becomes flat and stale when it is uttered in the presence of any of the many fine specimens of engineering which the enterprise of the Railway Companies of India has spread over the face of the country: it is an assertion of audacity when spoken within sight of the Ghauts, whose proud frowning down upon the Concan has been subdued by the rod of iron of the engineer; it is scarcely less inappropriate when breathed within the hearing of bridges like those which now grasp the bank of the Taptee and the Kistna. The difficulties in the way of bridging the Kistna have been of a very serious description. Added to by many a stream and river after it sets out on its journey across India from that little temple at Mahableshwar, which is annually the focus of attraction to thousands of devotees, the sacred Kistna becomes a deep and powerful river by the time it reaches Raichore, the point where it has hitherto broken the completeness of the Bombay and Madras line. To secure foundations in it was therefore a difficult task for the engineers. Thanks, however, to their skill and energy the difficulties has been surmounted, and the Kistna Bridge is to-day a fact—one of those "stubborn chiels" which, we hope, Kistna even in her most wrathful moments will be unable to "ding." The event is not only one which marks an era in the comfort of passengers between Madras and Bombay, scores another point to the credit of British engineering in India, and reduces the chances of accidents to life and property which were so numerous by the system of boat transportation. It has also a political importance of no inconsiderable moment, for in the event of any disturbance ever unfortunately occurring in certain parts of the Deccan, the Kistna will no longer be a barrier to the speedy movement of troops and military stores. Often ere this has the Kistna played a part in military operations, under native as well as British Governments; but the new bridge of the Great Indian Peninsula Railway will henceforth rob her of half her terrors.

On Wednesday afternoon a large company of gentlemen, who had been invited by the G. I. P. R. Company to witness the formal opening of the bridge, left Boree Bunder station. At Poona it was considerably augmented by a fresh batch of guests, among whom were the Hon. Messrs. Rogers, Gibbs, and Bythell, Major Deane, and Captain Jervoise. It was expected that His Excellency the Governor would join the company here, but probably he was prevented by the present pressure of legislative business. At Poona the guests were accommodated in a special train, which was composed of the handsome saloon carriages for which the G. I. P. R. Company are famous in India. The train left Poona at half-past ten o'clock, and although a few energetic souls devoted themselves to whist and another few who were sentimentally inclined delighted in looking out upon the country which the glorious full moon had completely "silvered o'er," yet we are confident that sleep became the most general occupation. To those who have been accustomed to Bombay weather, as we have had it lately those sleeping hours were a luxury, the air being so chilly that rugs became a necessity. Early next morning the guards wakened the sound sleeper with the information that this was Sholapore and chota hazree was ready. The library and billiard room of the railway employés had been transformed into a breakfast room, and here the matutinal cup was sipped. When this operation was over a number of the guests went to the top of the signal tower, where an extensive view of the surrounding country was obtained. Flatness was declared to be the characteristic of the place, although the landscape is not without some interesting points—those black ruins in the distance, for instance, which are just shaking themselves clear from the early morning mists and submitting to the Midas like touch of the sun; or the village of Sholapore itself, where the whitewashed habitations of the European contrast with the squalid little shantees of the native. After leaving the station the refreshed special trainists betook themselves to reading; to watching the little naked pot-bellied children who raised their arms and a feeble shout as the carriages swept past them; to whist—ay, even to games of chance, for be it spoken in a whisper, there were some who having no cards were reduced to the ignominious pastime of tossing for four-anna bits. Thus the time passed away until Shahabad was reached. This station is a very interesting one, for it is here that the Nizam's State Railway breaks off to Hyderabad. Stone of a most excellent description is found all round Shahabad, and this fact, coupled with its close connection with the State Railway, seems to foretell the days when it will become a more important city than Goolburga, whose distant fortifications and mosques we obtained a peep at about an hour ago. A wash in the extensive lavatories with which Shahabad station has the good fortune to be supplied prepared the company for breakfast. This over, and the pipe of peace smoked, the journey was resumed. Hence to Kistna the country was very interesting, abounding with villages encircled by muddy grey walls—a striking reminder of the feudal system and the days when men were more Ishmelite in their dispositions than they now are. Besides these villages there were a number of hill forts, and it was easy to exercise the fancy in discovering resemblances between some of them and certain English fortifications. One of them, near Yedagherry, was undoubtedly like Edinburgh castle. The face of the country hereabouts was covered with hills rising in the most abrupt manner, as if they had been the result of a general upheaval at some remote period of the earth's existence; and of almost every hill it may be said it seemed a fort—a suggestive certificate of the character of the old Deccan hordes. Near three o'clock the train arrived at Kistna station, which stands upon the verge of the famous river itself. The station was decorated with flags of every description, and there was no lack of flowers and shrubs. By the way the engine attached to the special train was bountifully decorated with evergreen branches, so that the stokers looked like imps of darkness who had strayed among flowerpots. A number of gentlemen were on the platform and welcomed the guests, and outside of the station a crowd of natives might be seen rushing against the railings to get a glimpse of the train and its occupants. A quarter of an hour was spent in chatting or in investigating the contents of the handsome refreshment bar which had been fitted up for the occasion. Then the guests took their seats again, the engine started, and in a few seconds they were rolling over the bridge. The footway at the side of the parapet is composed of thin metal plates, through which Kistna's waters as muddy surely as ever Tiber's were, could be seen far beneath sweeping between the columns of the bridge, and this fact, coupled with the curious feeling which generally takes possession of people when they cross a bridge for the first time in a heavy train, suggested to many that they were suspended between heaven and the flood by anything but a substantial basis. However, there was no danger, and in a few minutes the train had passed safely over the other side. She proceeded straight on to Raichore, and the guests had an opportunity of getting a distant peep at the strange fortifications which surround it. Raichore as seen from the station seems to be nothing but a jumble of boulders, rising one above another till the whole pile reaches a considerable height, and one wonders why the trouble should ever have been taken to protect them. It reminds one of that Highland glen, where, according to the poet, there were—

"Rocks, crags, and peaks confusedly hurl'd
Like fragments of another world."

The train returned to Kistna from Raichore at a good speed and halted on the middle of the bridge, so that a leisurely view could be taken of the country lying alongside of the river. The height of the bridge commanded an extensive prospect, but the object most worth looking at was Kistna herself, whose shiny windings could be seen for many a mile. The country was here not tame, and would have been perfectly flat but for a few huge rocks which lay scattered here and there upon the plain. Some of the company went down to the riverside and so got a full view of the bridge. Iron bridges never look so well as arches of masonry, and we, at all events, could not bring ourselves to think that the long row of red columns looked half so pleasing as the eight-and-twenty arches which compose the bridge across the Bheems, which adds its flood to Kistna's about two miles above the place where the new bridge is built. The Kistna bridge is not ugly—its light appearance redeems it from ugliness. Those who have seen the Taptee Bridge at Bhosawul will easily see that the Kistna viaduct is a sister bridge—indeed, they were both designed by the same hand and head, for although different engineers superintended their erection, yet they were each acting according to the designs supplied by Mr. George Berkeley, the well known engineer of the G. I. P. R. Company, who is at present in England. The Kistna Bridge was two years and nine months in construction, of which nearly a whole year was consumed in enforced idleness in consequence of the impracticable state of the river. It has thirty-seven piers, with a span between each of 107 feet, and altogether its total length is 1,290 yards. The highest pier is about eight feet from foundation to rail level, but from low water to rail level the height is only about sixty feet. The foundations are all laid upon solid rock, and vary in depth from 3 feet to eighteen below the bed of the river. About 4,000 tons of iron have been used in the construction, and the total cost of the bridge is said to be the enormous sum of fourteen lakhs. A masonry bridge of the same dimensions could have been built for a much smaller sum, but the great advantage, (and one which must be paid for pretty heavily,) of an iron over a stone bridge is the rapidity with which it may be constructed. How soon it may be constructed is shown in the case before us, where a bridge nearly a mile long has been put up within a time which was actually about a year and a half. Of course the rails are carried upon heavy beams resting upon the piers, and we presume that it is almost unnecessary to inform our readers that the pillars are iron, only outwardly being filled with concrete and heavy masonry. The bridge was severely tested upon Wednesday under Captain White's supervision, and we believe that the result was perfectly satisfactory. When the train was passing over the oridge on Thursday an ear laid close to any one of the cylinders could not detect the smallest vibration. The work was spoken upon all hands as most creditable to Mr. Lindsley, the gentleman who carried out Mr. Barkeley's designs, and more than one said that Kistna had been conquered at last and will never be able to throw off the yoke which the G. I. P. Railway Company have now thrown across her neck.

When the bridge had been inspected the company proceeded to dress, and at seven o'clock they sat down to a dinner marked by all the sumptuousness which characterised the conduct of the G. I. P. R. Company to their guests from the time they left Boree Bunder station. The tables were crowded. Among those who sat down were the following:—The Hon. Mr. Rogers, the Hon. Mr. Gibbs, the Hon. Mr. Bythell, Col. Hancock, R.E., Consulting Engineer to Government, Major Deane, Major White, R. E., Capt. Marryatt, R. E., Capt. Jervoise, Dr. Close, Col. Trent, Mr. Ormiston, Major Dobbs, Judicial Superintendent of Railways, Nizam's Dominions, Mr. O.D. Clarke, Mr. Bosanquet, Collector of Sholapore, Major Mathews, Capt. Singleton, Lieut. Stevenson, Mr. J. R. Bell, Nizam's Railway, Mr. James Taylor, Mr. Syed Mohideen, Mr. Barton Wright, Agent Madras Railway, Mr. Going, Chief Engineer Madras Railway, Mr. Martin Wood, Mr. McPherson, Mr. Allardyce, Mr. Duxbury, Traffic Manager B. B. & C. I. Railway, Mr. Corroll, Locomotive Superintendent B. B. and C. I. Railway, Mr. Ritter. *G. I. P. Railway Officials*—Mr. Wilson Bell, Chief Engineer, Mr. Abbott, Mr. Dangerfield, Mr. Ward, Mr. Dawson, Mr. Lindsley, Mr. Wenden, Mr. Butcher, Mr. Barton, Mr. Riddell, Mr. Keily, Deputy Traffic Manager, Mr. Swan, Mr. Maurice, Mr. Piatts, Capt Babington, Police Superintendent G. I. P. Railway, Mr. King, Storekeeper, Mr. Sayers, Mr. Conder, General Traffic Manager, and others. Mr. Wilson Bell occupied the chair, and a number of speeches were made, which pressure on our space compels us to hold over. The Queen's, Viceroy's, Sir Philip Wodehouse's, the Governor of Madras, and Mr. Lindsley's and Mr. Berkeley's healths were drunk, together with prosperity to the trade of Bombay, and among the speakers were the Hon. Messrs. Rogers, Gibbs, and Bythell. Mr. Conder, Colonel Hancock, Mr. Dangerfield, and Mr. Lindsley were among the chief speakers. After dinner the train started on the return journey to Bombay. She was stopped at Barsee Roads and the Bheema Bridge, and an opportunity was given of inspecting the scene of the late accident and the improvements which are being made on the bridge. Tiffin was taken at Poona, dinner at Kurjut, and at ten o'clock last night the company separated in Bombay, after thanking Mr. Conder cordially for the great attention he had paid to them during their most interesting trip to Kistna.

PARELL ACCIDENT FUND.

The following additional subscriptions have been received:—

Andrew Hay, Esq	Rs. 20 0
Colonel Day	20 0
Colonel Annesley	10 0
Charles Denton, Esq	5 0
W. Howard, Esq	5 0
N. Randle, Esq	10 0
Captain Burgess, R. A.	2 8
Major J. M. Sexton	2 0
Pension Pay Clerks	1 0
F. Potter	25 0
C. Beard	10 0
Eduljee Hormusjee	5 0
Sorabjee Hormusjee	5 0
A. J. Pereira	5 0
J. C. Williams	5 0
Clerks Stores Dept., Colaba	16 0
Day Labourers do.	14 4
Clerks Stores Dept., Parel	18 0
Office Peons and Day Labourers Store Depts., Parel	24 0
Ebrahim Abdool Currim	50 0
A. Dhunjeebhoy	5 0
J. Brooks	5 0
Rustomjee Sorabjee and Co.	25 0
Pestonjee and Eduljee Merwanjee	10 0
Sorabjee Shapoorjee and Co	15 0
Doraiji e Jamsetjee Sons and Co	5 0
Khemjee Jewa	15 0
"Eagle" Printing Office	10 0
Mr. Burke	2 0
Jamsetjee Merwanjee	10 0
Krishnajee Yeshwant	2 0
Dhunjee Bugwan	2 0
J. A. Fuller	20 0
A. Masson	5 0
J. DeLima	10 0
Henry Vagel	10 0
Mr. and Mrs. Maynard, Nerbudda Coal Company	73 0
E. M. DeMonte	8 0
Isaac Yates	5 0
G. T. P. Wright	10 0
E. W. Preston, C.E.	10

THE STEAM VESSELS SURVEY BILL.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

Sir,—I venture to think no mercantile man could have read the proceedings of the Legislative Council upon the "Steam Vessels Survey Bill" without being forced to the painful conviction that the law-makers of this Presidency (with the exception of the Hon. J. K. Bythell) were in total ignorance of the subject they were handling.

Lloyds' and the "Liverpool Underwriters' Association," which give ships and steamers their classification and enable them to obtain insurance or otherwise, are too well known, and will continue to be trusted by every merchant and insurance office throughout the civilised world, notwithstanding the Hon. Colonel Anderson's idea that they are "inferior associations of underwriters," or His Excellency the Governor's crushing dictum that "they are both speculative companies."

The plain facts are, that the Bill as passed is a continued source of worry and expense to British steamers visiting Bombay, which foreign steamers are exempt from, and there are certain folks here who would lose large fees if the Hon. Mr. Bythell's amendment had been carried.

Of course the John Adamson was a great case to parade, and to show how under Government survey such a steamer could not have been sent afloat; to which I would reply, that if the Surveyor of either Lloyds' or the Liverpool Underwriters' Association had surveyed the British trooship Megæra they would have condemned her, although Government Surveyors passed her, with iron plates in her bottom worn so thin that her engineers said they could bend them with their fingers; and her melancholy ending at St. Paul's Island is too well-known to be forgotten.

In spite of our legislators sneering at Lloyds', would they be surprised to hear that after the Megæra exposé, the Admiralty ordered a strict register to be kept of all Her Majesty's ships, and took for their model the classification book issued by that "inferior association of underwriters, Lloyds'?" A. I.

NEWS-LETTER.

[FROM AN OCCASIONAL CORRESPONDENT.]

BELGAUM, 7TH OCTOBER.

We are not to be left in the back ground: while your city and Poona are vieing with each other, we afford amusements.

Read the programme of our vocal and instrumental concert I send and say if anything can excel the rich treat in store for us, and it is hoped the performance will justify the general expectation from the well known names of the "United Company" that the concert will prove "a great success."

To-day we have the first day's race, and after it the Calico Ball, for which the demand for false pearls and gold and silver trimming have astonished the natives.

You may depend on receiving the result of each day's races as they take place, and all and sundry matters occurring and picked up *en route* to the grand stand, about three miles away from the station. All the talk just now are matches, such as billiards, foot races, &c.; but of all the matches arranged, or being formed, the most interesting is a love match, shortly to come off, and anxiously looked forward to because, in this case, though many obstacles have presented themselves, it being purely platonic, the match must be run, in spite of wind and weather. Eh! or priest and father.

BOMBAY.

Rain at Broach.—The total fall of rain registered at Broach this year amounted to 33 inches and 66 cents.

A Native Judge at Bhownuggur.—Mr. Hurrilal Damodhurdas, a vukeel of Kupperwunj, has been appointed a Judge in the Bhownuggur State.

Our Late Municipal Commissioner.—Mr. A. T. Crawford, our late Municipal Commissioner, has been granted by the Secretary of State an extension of leave for two months.

House Tax at Broach.—The *Broach Wartman* states that the Municipality of that place has resolved to abolish the house-tax and to levy taxes on certain articles, such as wood, &c.

The Police of Cutch.—We notice from a vernacular newspaper that the police of the province has been reorganized, and that Mr. Pandoorung Sewram has been appointed Superintendent of it.

A Refractory Seaman.—Caitan Pereira, a seaman of the ship Timor, was charged before Mr. Nana Morojee yesterday, at the instance of Mr. Walker, Shipping Master, with deserting the ship, and was sentenced to twelve weeks' rigorous imprisonment.

Making and Signing a False Document.—Mr. Peile, Acting Public Prosecutor, appeared before the Senior Magistrate yesterday, and obtained a summons against one Essa Sulliman Hajee Sulliman, charging him with making and signing a false document.

The Koth Succession Case.—The *Sumsher Bahadoor* states that in the Koth Succession Case, Mr. Newnham, Judge and Sessions Judge of Ahmedabad, is to be called as a witness on behalf of the accused persons in the Sessions Court.

The Government Central Press.—We hear that, in consequence of the proposal of the superintendent of the press that the compositors should work by contract rates and not upon fixed salaries, about 150 men left the press yesterday. They had given a lawyer's notice, which expired yesterday.

A Member of the Corporation Unseated.—The *Bombay Summachar* states that the Municipal Commissioner has fully inquired into the allegation that Mr. Fazulbhoy Cassumjee, who had been elected a member of the Corporation, is not of age, and has decided that he should not be allowed to act as a member of the Corporation.

A Case of Furious Driving.—A Hindoo named Shewa Rowjee, a coachman, was charged yesterday, before Mr. Dosabhoy Framjee, with driving his vehicle in a manner so rash and negligent as to indicate a want of due regard for the safety of others, and thereby injuring one Balla Jotee. The Magistrate upon the evidence adduced convicted the prisoner and fined him Rs. 25.

The Attempt to Murder a Mahomedan Convert.—Mr. Dosabhoy Framjee, Acting Second Magistrate of Police, yesterday committed Shaik Oosman Shaik Elahibux to take his trial at the next Criminal Sessions of the High Court, on a charge of having, on or about the 18th September last, attempted to murder one Dawood Makoon, a catechist of the Church Missionary Society.

The Baroda Post Office Case.—It will be remembered that during last month two Parsees were sentenced by Colonel Phayre, Resident at Baroda, for tampering with Post Office letters. We learn from the *Jam-i-Jamshed* that the convicts have been sent to the Ahmedabad Jail. One of the convicts intends to appeal to Government against the conviction and sentence passed upon him by the Resident.

Inquest.—Yesterday Dr. Hewlett held an inquest at Funneswady concerning the death of Bunna, woman. It appears that the woman expired at the house of her friend in Funneswady two days after she had come to stop there. It is suspected that she had come by her death through the effects of her having caused abortion. The inquiry stands adjourned to this day, pending the *post mortem* examination of the body by Dr. Sidney Smith.

Programme of Music to be played by the Town Band at the Esplanade Band-stand this evening:—

Grand March	A Collnick.
Quadrille	"Marion" Hurfurth.
Overture	"Bohemian Girl" Balfe.
Valse	"Marguerita" Godfrey.
Selection	"Ballo in Maschera" Verdi.
Galop	"Night Bell"

GOD SAVE THE QUEEN.

The Gujerat Provincial College.—This College, as we stated the other day, has already been abolished. There is a fund subscribed by the Ahmedabadees themselves, amounting to about Rs. 90 000, for educational purposes, and they have applied to Government, through Mr. Borrodaile, the District Collector, requesting that a new College on a permanent footing be opened for giving higher education to the people of Ahmedabad.

A Row at Surat.—A Surat correspondent of a native paper states that on the 4th inst., while a number of Hindoos were playing "Gurba," there were several Parsees present on the occasion. One of the Parsees made a certain remark to a Hindoo, whereupon one of the Hindoos went up to the Parsee and gave him several blows. After this some of the other Hindoos came to the spot with sticks in their hands, and assaulted some of the Parsees, four of whom were seriously injured.

Suspicious Death of a Gosavee.—A Coroner's jury was empannelled yesterday morning at the Jamsetjee Hospital on the body of a Gosavee. From the evidence taken before Dr. Hewlett, it appears that deceased was conveyed to the hospital by the police on the previous day from the side of the Bholeshwur Tank, where he was found vomiting blood. He appears to have stated to the police that he was assaulted by some person about ten days ago. It seems that the man was habituated to take intoxicating drugs, such as ganja, bhang, &c., and while under the effects of these drugs he became very abusive to passers-by. The inquiry stands adjourned to this day.

BOMBAY LEGISLATIVE COUNCIL.

The following is the list of business to be brought forward at a meeting of the Council of the Governor of Bombay, for making Laws and Regulations, to be held on Monday:—

I.—Bills and Orders of the day:—

1. Bill No. 9 of 1873. A Bill to amend Bombay Act No. II. of 1864 providing for the Periodical Survey of Steam Vessels, and to provide for the Examination of Engineers of Steam Vessels.—Third reading.

2. Bill No. 12 of 1873. A Bill to amend the Law relating to Hereditary Offices.—To resume consideration of the Bill.

SHIPPING ITEMS.

The P. and O. Co.'s s.s. Travancore, 1,185 tons, Captain C. H. Eastley, which arrived in harbour on the 9th inst. from Aden and Suez (September 26th) with the English mail, brought the following cargo:—2,013, packages cotton, 18 crates iron, 80 packages merchandize, 5 packages wine, 2 boxes corks, 1 box books, 3 cases silkware, 1 case amber, 1 case beads, 1 case tobacco, 16 boxes specie, 1 box

presenting 140 vessels per annum, would be wholly inadequate to meet the wants of the general trade.

17. It is our opinion that if sufficient accommodation be provided, and if the charge be moderate, every ship and steamer will come into a dock in preference to discharging and taking in cargo in the stream, and we therefore recommend that the whole scheme, including the Elphinstone Dock, be carried out, while, of the alternative schemes submitted by Mr. Ormiston we, on the whole, prefer that which provides a wet dock on the Elphinstone site and a tidal basin on the Musjid site,—both to be 14 feet deep at low water, and the dock to impound 25 feet at neaps, and the channels to be 12 feet at low water.

18. The estimated cost of these works, omitting the Elphinstone channel, is £852,064. This sum includes 7 per cent. for establishment, which is the rate recommended by Mr. Ormiston to be added to his estimates to meet this charge. These works would give 19,440 lineal feet of wharf walls, which would suffice for the accommodation at one time of 41 vessels, each 250 feet long.

19. On the assumption that half the number of vessels using the docks would be ships and half steamers, and that the former would remain 30 and the latter 21 days in dock, 50 vessels could be accommodated each month, or 600 vessels in each year.

20. Some deduction would have to be made from this number for those months of the year in which fewer vessels enter the port than the proposed dock and basin would accommodate. The returns before alluded to show that, taking the average of the past two years, the deduction will be 15 vessels.

21. A further deduction should be made on account of vessels that may use Messrs. Sassoon's Dock, now in course of construction. This dock will accommodate six vessels at once, or say 80 vessels (steamers and sailing vessels alternately) per annum. Its position is not, we consider, so favourable as the Elphinstone docks, because of its distance from the native town, and because of the difficulty of making the entrance during the south-west monsoon. On the other hand it has the advantage of being close to the Colaba Presses, and some vessels during the busy months might use it in preference to the Elphinstone Docks. But seeing that the proposed Elphinstone Docks will not accommodate the whole of the square-rigged vessels entering the port if they demand inside berths, it is considered that half of the vessels that the Colaba Dock can find berthage for, say 40, is a sufficient deduction to make from the number calculated upon at the Elphinstone Docks.

22. There would thus remain 545 vessels of 1,000 tons each to be dealt with in the Elphinstone Docks.

23. Taking the net revenue from each vessel, as shown in para. 9 at Rs. 1,200 each, the annual revenue would be Rs. 6,54,000, which, calculating interest at 4½ per cent., represents a capital of Rs. 1,45,33,333—a sum Rs. 69,12,693 in excess of the estimated cost of the docks. This is considered ample security to cover any error in the estimate of tonnage or in the cost of the work.

24. In the calculation of tonnage that would use the docks, no account has been taken of large native-built vessels. At present these load and unload in the stream. The weight of cargo which they carry is shown by Appendix B to be 233,781 tons, and it is anticipated that a considerable portion of this cargo will come to the open Musjid Basin. It forms an additional inducement, if such be needed, for the completion of these works in their entirety.

25. The effect of the closed docks on the health of sailors and others frequenting them, and on the health of the native town, is dealt with by Mr. Ormiston in his letter No. 92-6, dated 19th September 1873, and need not therefore be referred to here.

(Signed) J. K. BYTHELL, Trustee.
" W. G. HALL, "
" G. F. HENRY, "
" H. P. LEMESURIER, "

Bombay, 29th September 1873.

DISSENT.

1. In recording our dissent from the course of action proposed by the Committee, we do not wish to be understood as expressing the opinion that the system of wet docks, which they recommend, may not ultimately be found well suited for the requirements of the harbour. We consider, however, that a wet dock of moderate size should be constructed in the first instance, and that the future extension of dock accommodation should proceed in accordance with the ascertained wants of trade, guided by the experience which cannot fail to be acquired during the execution of the first undertaking.

2. Doubts have been expressed by men, whose opinion is entitled to respect, as to the financial success of a large system of docks, and objections have also been raised to wet docks (with impounded water) on sanitary considerations; we do not altogether endorse these opinions, but we think it would be imprudent to ignore them.

3. As regards the financial question, the first point to be considered is the estimate of cost. This has been carefully worked out by Mr. Ormiston, who has much experience of the Bombay rates for work. He believes the rates adopted by him are such as would be accepted by a contractor. The estimate of cost appears to us a part of the scheme which may be accepted with full confidence.

4. The second financial consideration is how far the docks will prove remunerative. Here we find the greatest difference of opinion. Some authorities believe all vessels will use docks, and others that vessels would rather remain in the stream. The balance of argument appears to us to be in favour of the supposition that, after most voyages, vessels would be willing to pay the dock-dues which it is proposed to levy, but that not unfrequently, when laden with special cargoes, such as coal and timber, or when likely to be detained in port, they would prefer the open harbour.

5. At present there are seven boat-basins on the Elphinstone Estate. Commencing from the south, there are the Carnac and Nicol basins, usually crowded with boats and lighters bringing miscellaneous cargoes; the Musjid basin, in which an immense grain trade is carried on; and the Elphinstone basin, set aside chiefly for coal, hay, and building materials.

6. The two last named are the site of the proposed docks, and when the docks are commenced, we must make arrangements for accommodating in the other basins and at Mody Bay the three hundred thousand tons of goods and materials for which they now form the entrepôt.

7. We recommend the Trustees not to attach too much importance to the supposed increase of value which the construction of docks would give to the Elphinstone Land Estate. It is on the boat-basins bordering this estate that the largest portion of the trade of Bombay is at present carried on, and we see no adequate reason for assuming that to turn the Elphinstone and Musjid boat-basins into docks will have any *extraordinary* effect on the value of the land.

8. Captain Methven of the P. & O. service, in one of the best minutes on the subject of wet docks which has been published, says:—"Warehousing will not be used as in England; the conditions of the trade of the port are different, and goods will continue to be largely stored throughout the native town in the homes of the people."

9. The experience of the Traffic Department of the Elphinstone Estate during the six years which have elapsed since Captain Methven wrote, fully confirms his opinions. It is, we think, principally from the sale of land for house building purposes, and not for warehouses, that we must expect to realize a return. The land required for warehouses has, to a considerable extent, been already taken up.

10. The wharves of the Nicol and Carnac basins are occupied by the Port Trust warehouses and sheds. A branch custom-house has just been finished on the Carnac wharf. If docks were made, these warehouses and sheds might require shifting but a very moderate addition to their extent would probably suffice. There is a large trade in pressed cotton now carried on at Colaba, which may be diverted to the docks; but these bales are detained a very short time on the wharf, and do not require to be warehoused. The bonded warehouse at the Custom-house basin in the Fort, which cost five lakhs of rupees, and brings the Trustees a good revenue, may become useless, and a new bonded warehouse be required at the docks.

11. These, we think, are the principal changes which can be accurately foreseen.

12. The records of the Dock Committee of 1867 show that the Commodore commanding the Station, three experienced Commanders of P. & O steamers, and all the medical officers consulted, were opposed to wet docks on sanitary grounds.

13. Captain Graham says:—"I have known Bombay for ten years. An objection to docks is their unhealthiness from stagnation of the enclosed water. The London docks are very offensive." Wet docks, according to Captain Methven, would turn the foreshore into an intolerable nuisance, and the Elphinstone Estate into a "veritable Wapping."

14. Mr. Ure, President Engineer of the Clyde Trust, in a passage quoted by Mr. Ormiston, recommends tidal basins at Glasgow, because, among other reasons, "the water in a basin being frequently changed will not be likely to be so offensive as that in the more stagnant condition of a dock."

15. We do not wish to be understood as accepting these opinions; on the contrary, we believe that, with the measures and precautions detailed in Mr. Ormiston's report, dated 19th September 1873, the sanitary objections would disappear; but it seems desirable that we should obtain more full information regarding the sanitary precautions found requisite for docks in Europe. There are officers now in England well acquainted with this harbour, to whom such an enquiry might be entrusted, and the best possible practical test would, we think, be the construction of the Mujid Wet Dock with the channel as proposed by the Committee.

16. In estimating the extent of berthage which this dock would supply, we do not see why we should only reckon on the inside berths being filled. Mr. Ormiston said to the Committee of 1867 regarding the Elphinstone Dock—"There would be inside berths for 22 ships, but of course there would be more than that in the dock at a time; the dock would be able to accommodate 10 ships to the acre, that is, 300 altogether."

17. Allowing only two ships to one acre, the Musjid Dock would give berths for 16, and 3 could line on the frontage, or 24 in all.

18. We think that a dock of this size could not fail to answer financially, as it would probably be almost entirely taken up by steamers.

19. If the Musjid Wet Dock does not answer on sanitary grounds, it can be turned into a tidal basin with 12 feet at low-water springs by removing the gates and a portion of the head walls. The amount of shipping of moderate draft which frequents this harbour would be sufficient to occupy such a tidal basin.

20. If the Elphinstone Wet Docks were constructed and hereafter found open to the above objection, it could also be turned into a tidal basin; but there is no demand for such an extent of *shallow* basin for square-rigged craft. Ships drawing 20 feet of water would not be satisfied with only 12 to 14 feet of water at low tide, and a less expensive system would answer equally well for native craft; the latter would certainly not pay the proposed dock-dues.

21. Mr. Ormiston's original scheme provided deep tidal basins with 20 feet at low-water springs, and a channel of the same depth running to the north of Cross Island. As this channel might be difficult to open, and expensive to maintain, it has been considered by all the Engineers who have seen the project that an experimental channel should be dredged before undertaking works which would be dependent on this line of approach.

22. It may be that the objections to wet docks are well founded, though we do not think they are; and it is not improbable that the experience acquired in dredging in front of the Musjid Dock (to which, as before stated, we would at first limit operations) may prove that Mr. Ormiston is right in the opinion he confidently maintains, that the opening of a deep channel to the north of Cross Island is not difficult. In such circumstances we may find that a deep tidal basin on the Elphinstone site, with its corresponding channel is not merely practicable scheme, but the only method by which large vessels can be accommodated with deep water berthage, under conditions not prejudicial to the health of the crews and of the neighbourhood.

23. On these various grounds, therefore, we recommend the Trustees to construct a moderate sized wet dock only at present, and to reserve the site of the present Elphinstone boat-basin for a dock or basin of such shape, size, and depth as subsequent experience may indicate. The cost of the Musjid Dock, including the Musjid frontage, would be about 30 lakhs.

24. We are of opinion that were the works to be undertaken by a private Company, this is the course they would pursue.

H. BALLARD, Col., R. E., *Chairman.*
H. F. HANCOCK, Lieut.-Col., R. E., *Trustee.*

Bombay, 2nd October 1873.

BOMBAY PORT TRUST.

No. 92-6 of 1873.

"Engineer's Office, Elphinstone Circle,
Bombay, 19th September 1873.

To the Chairman of the Trustees of the Port of Bombay.

SIR,—On reference to the 12th para. of my No. 55 of the 23rd ultimo, you will observe I state that the present surface of the mud bank through which the Elphinstone Channel would be cut has 18 ft. 10 in. over it at High Water of Neaps and 21 ft. 10 in. at High Water of Springs, say in round numbers 19 ft. and 22 ft. respectively.

2. Captain Giles, Superintendent of Marine, has furnished me with a list giving the load draught of the vessels of H. M.'s Bombay Marine, from which it appears that the turret ship "Magdala" draws more than any of her consorts, and her draught is 17 ft. 6 in.

3. The British India Steam Navigation Company steamers in the Kurrachee and Gulf trades draw 14 ft., those in the Calcutta trade draw 16 ft., loaded.

4. The "Tilly" draws 13 ft. loaded, the "Havelock, Outram," and others in the coasting trade draw less.

5. There are not many native coasting vessels in the Harbour at present, as the season has not commenced, but there are a few, and I have ascertained as follows: viz. a Cotia, trading with the Maldives, 60 tons register, draws loaded 8 ft., one of 90 tons trading with Muscat and Zanzibar draws 9 ft.; a Dhungy of 100 tons in the Kurrachee trade draws 12 ft.; and I am informed that the largest of the native craft rarely exceed 15 feet draught.

6. All the above-named class of vessels can pass by the Elphinstone Channel at H. W. of Neaps without dredging at all.

7. With respect to the Steam *Arrivals*, the annexed statement, which is based on a return supplied by the Master Attendant, shows that 70 per cent. in number and 60 per cent. of the tonnage of all Merchantmen would be able to cross the Elphinstone Bank at H. W. Neaps as it is at present. These proportions would be increased at Springs to 96 per cent. in number and 94 per cent. of the tonnage.

8. I give these figures because they show that even if the dredged channel were to be a total failure, *i. e.* if the cost of maintenance was found to be greater than the advantage of having such a channel was worth, the docks would be useful works to a large portion of the trade.

9. The same statement shows that sailers draw more than steamers in proportion to their tonnage; thus the proportion of sailers that could pass over the bank in its present state at H. W. Neaps would be 43 per cent. in number and 28 per cent. of the tonnage; at Spring tides, however, if would be the same proportions for sailers as for steamers.

10. It appears that neither the Master Attendant's Department nor any other records the draught of *Departures*. I don't suppose there is much difference in the draught of sailers on arrival and departure; but there is of steamers, partly because they have used up their fuel on the way out, and partly because they fill up better on the home than on the outward journey. Captain Henry has, however, favoured me with a return of the load draught of the P. and O. arrivals and departures last year, from which it appears that the average draught on arrival was 19 ft. 4 in. and on departure 20 ft. 6 in., being a difference of 1 ft. 2 in.

Applying this difference to the Master Attendant's return of arrivals, it would appear from the statement before referred to, that 56 per cent. in number and 46 per cent. of the tonnage of steam departures could pass over the Elphinstone Bank at H. W. of Neaps without any artificial cut being made; these proportions would be increased at H. W. of springs to 88 per cent. in number and 82 per cent. of the tonnage.

11. Lieut. Morland, Assistant Transport Agent, informs me that the draught of the Troopers is not recorded in his office, but it may be taken at 20 ft. 6 in. on arrival and 23 ft. 6 in. on departure.

12. The two deepest-draught vessels which arrived last year were the "Persia," 1794 tons, drawing 24 ft. 6 in., and the "Morning Light," 2,477 tons, drawing 24 ft. 8 in., both being sailers.

13. A cut 4 ft. 6 in. in depth through the Elphinstone Bank would give 23 ft. 4 in. at H. W. of Neaps, which, with rare exceptions, is sufficient for the passage through it of the deepest-draught vessels arriving at or departing from Bombay Harbour.

14. With respect to this cut I would further remark that although facing the sides with stone would be objectionable, for the reason given in my answer to Col. Fraser's Question No. 2, that objection would not apply to revetting the sides with shingle, if it were found to be necessary to do anything at all.

We can get any amount of shingle at Rs. 6 8 per brass of 100 cubic feet. It would be a full quantity to allow 25 cubic feet per foot forward, say Rs. 2 per foot forward; the extreme length of the channel from the dock-wall eastward being 3,000 ft. gives Rs. 6,000 which is an outside estimate. This would prevent the North bank from being scoured down by the ebb tide which runs about 3 miles an hour; the opposite bank may be neglected under any circumstances, as it is short and liable to erosion from the flood tide only whose maximum velocity is about half that of the ebb.

It appears to me that this expedient gets rid of any objection that has been raised to the Elphinstone Channel; shingle stands at one to one—it is too heavy to be disturbed by the currents, it would effectually prevent the mud bank being washed into the cut, and it would do no harm to vessels if they struck it or grounded on it.

15. You are aware that I advocate the making of the Musjid site into an open tidal basin for the use of coasters, whether steam or sailing, because it is cheaper to make and work than a dock, and because it is convenient to the locality at which their cargoes are at present shipped to and from, and also because from their light draught they can use the channels and the basin at all states of the tide; with respect to the sanitary prospects of this basin no question has been or is likely to be raised.

Sanitary objections have however been made as to docks in which water is impounded, and on this point I desire to offer a few remarks.

16. The Elphinstone Dock, which it is intended should have gates, so as to impound the tide when required, has an area of 29 acres:—

	Feet.
Wharf level	91·00
H. W. Springs	86 30
H. W. Neaps	83·30
Mean Water Level	80·30
Surface of Bank as at present	64·50
Bottom of cut as proposed	60·00
Sill	59·00
Bottom of dock	58·00
Datum	0·00

The depth of water required to be impounded will seldom exceed 24 ft., and generally 22 ft. will be sufficient. The difference between the level of the tide of the day and of the dock level will change the contents of the dock to the extent described in the next paragraph.

17. I will in the first place speak of the tide at the Equinoxes and take the month of March 1872 as an example. If the gates be closed so as to impound 24 ft., the heights to which the tides of that month rise above the dock water level would if accumulated be 152 ft., a quantity of water which would replace the whole quantity in the dock six times over, or an average of once every 5 days; on the Springs, moreover, a complete change would be effected in 3½ days. If the tide was allowed to ebb to mean water level before the gates were closed, the depth of water impounded would be 22 ft. This would increase the surplus tidal column to 267 ft.; the dock would be changed 12 times in the month, and at Springs in less than two days.

As an example of the tides between the Equinoxes, I take the month of July 1872. Taking 24 ft. as the depth impounded, the surplus column of tidal water would be 131 ft., which would fill the dock five times over and change the whole every six days; moreover at the Springs the change would be effected in three days. If the depth impounded in the dock be 22 ft., the surplus column would be increased to 247 ft., the change would be effected eleven times in the month, at the Springs in four successive days the contents would be changed twice.

18. It must be remembered also that it is not the surface water only, but the whole column, which is on the move, right down to the bottom. The current in the dock will be a slow one no doubt, insufficient to scour the bottom, but sufficiently on the move to prevent the water becoming stagnant.

19. It must also be considered that this case is a very different one from docks or basins in a tideless sea, or off a river which is itself foul, or into which sewers discharge.

Bombay Harbour is peculiarly favoured from a sanitary point of view, in consequence of the large diurnal variation of the tide. The P.S. to my answers to Col. Fraser's questions explains how this arises, and to what extent we are benefited by it.

20. One sanitary advantage arises from the dock incidentally, viz. by impounding a high spring tide, two or three hundred thousand tons of water would be available for flushing the drains on the Elphinstone Estate, having a sufficient head at L. W. to clear them out thoroughly.

21. It would thus appear that the following may be taken as facts:—

1st.—The Harbour, which is the source of supply, is tolerably pure.

2nd.—No sewers will empty into the dock.

3rd.—The whole contents of the dock will be changed at least once a week, and at times in two days.

4th.—When the surface of the water in the dock is in motion, the whole body is so also, right down to the bottom.

5th.—There would be Latrines ashore, and penalties for throwing rubbish overboard.

22. Taking all these circumstances into account, I submit that there are no solid grounds for objecting to the Dock from a sanitary point of view.—I have the honour to be, Sir, Your most obedient Servant,

THOMAS ORMISTON, Chief Engineer.

INDIAN ITEMS.

COURAGE REWARDED.—H. E. the Governor in Council has authorized the grant of a reward of Rs. 20 (in money, or in the shape of a bangle with a suitable inscription, as he may prefer) to Narasinga Maistry, of Peracoulum, in recognition of his courage in securing one Muttaya Teven, who is a Kallen belonging to the Tiroomangalum Taluq, and who recently went to Peracolum on a house-breaking expedition. In one night he committed four burglaries without detection by the inmates of the houses he had broken into. He then got into Narasinga Maistry's house through the open door. Narasinga Maistry happened to be awake and saw him, and at once seized him, and in spite of his vigorous resistance and his use of a knife with which he inflicted a slight wound on Narasinga Maistry, the latter kept hold of him until his neighbours came up and secured him. The property stolen by him from the four houses he had broken into before was found on him, and he has since been convicted in all five cases.—*Madras Mail.*

INAM SETTLEMENTS.—Certain parties in the Kolar and Shimoga Districts of the Mysore Province having declined to accept the terms of enfranchisement offered them, the Superintendent of the Inam Settlement rules that the reversionary right of Government to this description of property not having been compromised in the Inam Settlement, its holders cannot exercise the right of alienation by gift, sale, bequest, mortgage, or otherwise. On the death of the parties mentioned in the published lists, the Amildar is to report the lapse to the Superintendent of Inam Settlements, for orders, holding their inams under sequestration meanwhile, and to state in the urzi whether there are any heirs. The report on the lapses are invariably to be accompanied with a genealogical tree of the family, and a brief but succinct account of the nature and the validity of the adoption, if any claim is set up on that score. The Commissioners of Divisions are to direct their subordinate Courts not to entertain civil suits involving disenfranchisement of inams: and the Inspector General of Registration is also requested to instruct the District and Sub-Registrars to reject invariably the registration of all documents in support of alienation of such unenfranchised inams.—*Id.*

SUICIDE BY DROWNING.—A young native woman named Moothealummal, at about eight o'clock on Sunday night, threw herself into a well in Peramal Covil Gardens, near the Elephant Gate, Black Town. Some fishermen who were close by the well heard the sound of the fall, and went up immediately, and got the woman out of the water, but she was then quite dead.—*Madras Times.*

A STRANGE CASE.—Two native men have been arrested by the police under the following rather extraordinary circumstances. It appears that the prisoners went to a person named David, and, stating that they wished to pass through the Insolvent Court, asked him to prepare their papers for them, and gave him an advance for that purpose. A few days afterwards, however, the prisoners appeared again before David and telling him that they had abandoned the idea of filing their petitions to the Insolvent Court, asked him to accompany them, and took him to a garden and gave him a good deal of liquor to drink. The prisoners next asked David to go along with them to Pulicat, where they wished to purchase some casuarina plants. While however, the arrangements for the trip were in progress, David began to suspect the kind attentions of his friends towards him, and to think that they were in some way connected with a man who held policies of insurance amounting to Rs. 27,000 on the life of David. The prisoners and David fell out, and the suspicions of David that the prisoners had intended to do him some harm being communicated to the police, the prisoners were arrested by Sergeant Newman, and the box which they had prepared to take with them was also taken into custody. The box on being examined was found to contain, among other things, some packets of powder and a suspicious looking carpet bag, in which, when it was opened, a live cobra was discovered. The case is being investigated by Mr. Ansell, Deputy Commissioner of Police.—*Id.*

THE "FIGARO'S" DESCRIPTION OF BRIGHTON AND ITS SOCIETY.

THE Paris correspondent of the *Englichman* writes—

The *Figaro* has a correspondent who details his journey to Brighton, and his residence there, in a manner which furnishes amusement to the Parisians and laughter to the Anglo-Saxons residing at Paris. I will give you a few paragraphs as a specimen of his descriptive powers and of his impartial observation:—

"Brighton is certainly one of the most adorable bathing spots on the coast of England. The sea-beach is very extensive; the streets are clean and magnificent; English comfort and the riches of nature, including the view of a splendid ocean, make Brighton a place of residence which ought to be delightful. But it is not so. That English fog which imparts to everything a uniformly monotonous tint; that invisible spleen which pervades, after a fashion, everything English; that ennui which manifests itself in all the men and women born in the United Kingdom, soon fill you with disgust, and your anxiety is to get away by the first train. The hotels are beautiful, but full of solemnity. The waiters have the appearance of mutes at a funeral, and their very sight is injurious to digestion; or perhaps they more resemble those college-rushers who inflict upon you the task of learning by heart five hundred lines of Virgil when you eat with your fingers or make use of your knife in an improper manner. The guests dine in the most solemn fashion; no one speaks, no one stirs, and all are carefully watched by the waiters in black. They eat with their gloves on, pare their pears with knife and fork, cut a plum into thin slices as if it were a sausage of Arles or Lyons, and eat their meat with apple or currant jelly as sauce. They never laugh; they never move a knife, as that would be improper (this word is given in English): I have seen a married couple at Shoreham near Brighton, who were travelling during their honeymoon; and, during dinner, they never spoke four words to each other. When the husband asked the wife to partake of a new dish, he only said, 'Will you?' and she replied, 'Yes, please.' At the desert each took a book from the pocket, and began to read with great attention. After a time the wife said, 'I want to go and wash my hands.' The husband replied, 'Go.' The world of Brighton is of the first fashion; the men dress well, they are fine-looking men, and have only one fault, that is, of wearing cravats too loud (tropcriardes) in colour. As for the women, they wear the fashions which we used at the commencement of summer. Their dresses are pretty, made of the finest material; but they carry them with the grace of a scarecrow. English women have neither waist nor feet. They are *chousses*—shod—in the most deplorable manner, and their habit of refusing the assistance of the *corset* gives them an ungraceful and baggy appearance. Add to these the masses of scattered hair which float loose on their shoulders, and you will exclaim with me that England is a country of *petites folles*. I have noticed another peculiarity which is very unfavourable to English women—after two and-twenty years of age they have all red noses after dinner."

This is a specimen (there is a great deal more of it) of the flummery which the correspondent of the *Figaro* serves out to the *badauds* of Paris during the silly season.

PICKINGS FROM PUNCH

OF SEPTEMBER 20.

COOK'S PILGRIMS.

The late pilgrimage has at least earned the Duke of Norfolk and his companions a name. Those devotees are now denominated Norfolk dumplings.

OUR MANŒUVRES.

Captain of skirmishers (running in to seize picket sentries of the enemy).—"Hullo! hear you surrender to this company!"

Opposition Lance-Corporal.—"Beg pardon, Sir! It's the other way, Sir. We're a Brigade, Sir!!!"

"CIRCUMSTANCES ALTER CASES."

Bunting was using his telescope on the delightful new pier at Haroldstown. Briggs came up to him, and said, "What's that?" Bunting, surprised, "Why, a telescope, of course!" Whereupon Briggs rejoined, "I should call it a *pier glass*."

A LIGHT-HEARTED SEAMAN.

The captain of a celebrated company's steamer, homeward bound, had the misfortune to run his ship ashore at the back of the Isle of Wight. Nothing daunted, the gallant skipper, poking his first officer in the ribs, cheerily observed, "We have struck ile."

A 'LIGHT' REPAST.—A feast of lanterns.

"SELF AND PARTNER."

MR. Gladstone.—"My dear First Lord, I have the utmost confidence in you."

Mr. Gladstone.—"And I in you, my dear Chancellor of the Exchequer; and if our colleagues were only like us, we should all be as one man!"

SAD, BUT A FACT!

"'Ullos, my little man! You seem in a bad way! What's the matter?"

"Please, Sir, it's all along o' mother 'ittin' me about the 'ed with the poker, Sir!"

"Gracious Heavens! Your *mother!*"

"Ah! *but I got her six months for it, I can tell yer!*"

HORTICULTURAL.

MRS. Malaprop, who is fond of gardening, takes great pride in showing her friends and neighbours her "Pompous" grass.

THE BRITISH TOURIST.

Brother (with Guide-Book).—"Look here! there are some ruins of an old castle about three miles from this bridge. We've not done that?"

Sister.—"Well I am very tired, but I suppose we must go."

Eldest ditto.—"Of course we must! it will never do to go home, and have to confess we have not done, every thing that is to be seen!!"

CANONIZATION AND CAUSES.

With respect to canonization there are two "causes" which certainly ought to be submitted to His Holiness the Pope. They are those which produce at least the great majority of apparitions and visions, which they have occasioned time out of mind. They have, therefore, pretensions to the title of "Venerable" which might be well entertained at Rome; and then, in due time, they might be decreed full Saints, by the names of SS Hypochondriasis and Hysteria.

A MODERATE WELSHMAN.

Lord Clarence Paget, who is an accomplished artist, has erected a statue, of his own design, near the Menai Straits. It was "inaugurated" the other day. Sir Llewellyn Turner made a pleasant speech on the occasion, but we wonder whether it has been accurately reported? He is made to say that, besides being a mark for seamen, the statue "might remind many persons of the immortal Nelson." Considering that it is a statue of Nelson, we think Sir Lewellyn was not much too sanguine.

A PILGRIMAGE ON SUNDAY.

The Paris Correspondent of the *Morning Post* observes:—

"One or two of the noble British pilgrims were at the races on Sunday. They might have done worse."

From a Protestant point of view, perhaps, they might. For instance, instead of doing a little horse-worship, they might have engaged themselves in bringing discredit on faith by the practice of superstition. What their own Church, that is the Pope, has to say to their anti-Sabbatarian sporting, the Pope of all men, only knows. The Papal Church claims to be the sole authority for keeping Sunday holy; and Infallibility alone can tell whether or no that is done by going to the races.

LITERARY RELICS.

"Relics of Literary Men.—Any person possessing the chair or table habitually used by Charles Lamb, Coleridge, Byron, &c., and willing to part with it, may hear of a purchaser by addressing . . ."

The "&c." emboldens *Mr. Punch* to inquire whether any of the following interesting and valuable relics would be acceptable:—

The table habitually used by Francis ("old") Moore, M.D., when engaged in the preparation of his almanacks. The green baize is covered with curious pen-and-ink astrological figures and diagrams. Two of the legs have been cut with a pocket-knife, probably by one of the young Moores in a playful mood.

The desk habitually used by Mr. Joseph Miller to record those famous jests, which have now been the property of many fortunate generations. It has a large ink-spot in the middle, and in the drawer there is a parchment document, certifying that the fluid was spilt by Mr. Miller late in his career. Also the table which he was wont to set in a roar.

The Easy Chair in which Rabelais sat and shook. It has been re-covered with American cloth more than once since Rabelais' time, and the wood-work is of the present century. The cushions are wanting, the arms are gone, and the springs have disappeared; but in all other respects (except that the castors are modern) the chair is just as it was when the great Gallican reclined in it, and smoked his pipe in company with Fenelon and Montaigne. This interesting relic can have a twelvemonth's guarantee from the present possessor, who is parting with it because he is about to be married, and the lady wishes to refurnish the house.

One of the tables which it was the practice of Edward Cocker to use when compiling his Arithmetic. No addition has been made to it since his time, but there is a division down the centre, and three of the legs have been subtracted—It is traditionally believed by some enthusiastic admirers of the great Arithmetician.

The legs of a table made by Mr. Crusoe, when living in the island where he resided for many years in solitary isolation. On one of them the letter "F" has been rudely carved with some sharp instrument, and all the antiquaries to whom this curiosity has been shown pronounce it to be Friday's initial, cut by his own hand. The top of the table is, unfortunately, missing, but it is believed to be in the possession of another branch of the family. If forthcoming, it will be included in the conveyance.

The reticule Mrs. Grundy was in the habit of carrying on her arm when she paid visits to her friends and neighbours. This is in the possession of a lady who has a distinct recollection of hearing her grandmother relate how well her mother remembered the profound impression the memorable words "What will Mrs. Grundy say?" used to make in the country circles in which they both move as contemporaries.

The broomstick on which Dean Swift composed his well-known meditation. It has been handed down from generation to generation, and is rather the worse for wear. Very suitable for a Museum, Mechanics' Institute, or Literary and Philosophical Society.

The steps by which the Reverend Dr. Syntax was enabled to mount his horse, when leaving home on his equestrian tour.

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